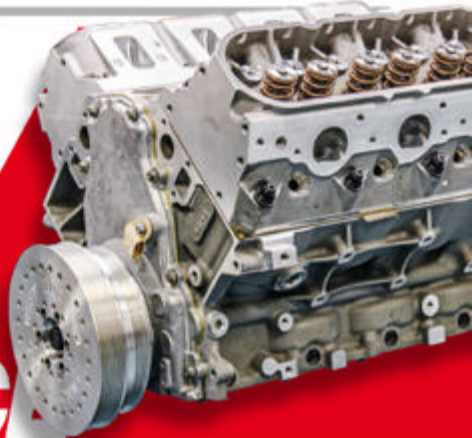


STREET ENGINE HOW-TO: BLOWN & BULLETPROOF 700-RWHP 419CI LS3

CHEVY

HIGH PERFORMANCE



803 HP

Detroit Speed-built
1969 Camaro



GAME CHANGERS

997 HP

Ringbrothers'
1966 Chevelle



+

**FAST &
FILTHY '55**

JULY 2015

chevyhiperformance.com

**•HARD-CORE
HANDLING**

Early
Camaro/Nova
Subframe

**•NEW
SHOES**

1965 Chevelle
Disc Brake
Conversion

**•SILENCE
THE CAB**

1957 Chevy
Sound Deadener
Installation





EXPERIENCE

Since 1976 exceeding customer expectations!

LARGEST INVENTORY

Over 570,000 square feet of fully-stocked warehouses / stores, Over 98% instant fill-rate!

EVERY-DAY PRICING

Why wait for sales or points programs? NPD's every-day prices are competitive.

FAST & FREE DELIVERY

1 to 3 day delivery to most of the U.S., Free UPS ground shipping on orders over \$300.



FREE
Call or go online
352-387-0021
Color Catalog

National Parts Depot is proud to be a major sponsor of The Iacocca Foundation and The Lee Iacocca Award, "Given for Dedication to excellence in perpetuating an American Automotive Tradition."
iacoccafoundation.org



SCAN HERE TO VISIT US ONLINE
Also follow us on



www.NATIONALPARTSDEPOT.com

COURTEOUS SERVICE

Sales staff available 24/7 or walk-in
Mon. - Fri. 8am - 9pm
Sat. - Sun. 8am - 5pm

For fastest delivery & service call the NPD store closest to you

N CAROLINA - Charlotte,
Local 704-331-0900

MICHIGAN - Canton,
Local - 734-397-4569

800-368-6451

800-521-6104

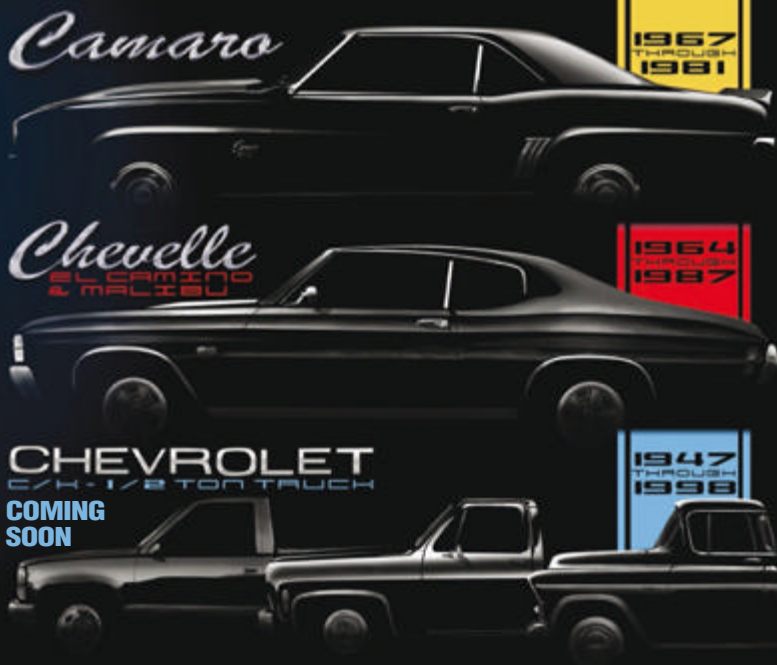
FLORIDA - Ocala,
Local - 352-861-8700

CALIFORNIA - Ventura,
Local - 805-654-0468

800-874-7595

800-235-3445

Copyright © 2014 by National Parts Depot, All Rights Reserved.



COMING SOON



Dissatisfied with existing reproductions, NPD is proud to introduce its exclusive, all-new-tooling, original-quality Dash Pad for 70-78 Camaros. From stitching detail, to sheen, to texture, to fit of pad and all related components, this Dash Pad delivers show-quality results. Plus, we added better reinforcement to create the strongest pad available. Replace your tired original pad, or UPGRADE your existing repro. You've been asking for a better dash pad, and NPD has delivered!

70-78 w/AC.....C-14655-4A \$379.95 70-78 w/o AC.....C-14655-5A \$379.95

CAMARO SHEET METAL



67-81 Hoods starting at \$319.95

67-81 Roof panels starting at \$249.95

67-81 Fenders starting at \$184.95

CHEVELLE SHEET METAL



66-72 Door Shells starting at \$324.95

64-72 Floor Pans starting at \$306.95

64-72 Factory Quarters starting at \$319.95

IN STOCK AT 4 LOCATIONS, PICK UP & SAVE!

ONLY OFFERED AT NPD!



You can replicate this history making car, using the same engineered and track tested parts that Adams created. Suspension items such as sway bars to subframe lowering kits. And styling panels molded and made from the original car. You'll only find them here at National Parts Depot as it's Exclusive Dealer!

ALUMINUM RADIATOR



2 Row 3 Row 4 Row
\$168.95 \$237.95 \$309.95
16" inch fan & shroud
67-69 Camaro BBC \$149.95

67-69 Small & Big block kits

STREET BANDIT

64-72 Small & Big block kits

CAMARO KITS \$1299.95



CHEVELLE KITS \$1449.95





LS PERFORMANCE

**FIRE UP YOUR LS ENGINE
WITH A SET OF MSD PRO POWER COILS**

Smart coils fit to each cylinder with added power,
multiple sparks and up to 30% more spark energy.

- ADVANCED CIRCUITRY PRODUCES MULTIPLE SPARKS
TO IMPROVE COMBUSTION AND PERFORMANCE
- INCREASED SPARK ENERGY AND VOLTAGE
- DIRECT BOLT-IN TO FACTORY CONNECTORS

LS1/LS6 ENGINES
L-SERIES TRUCK ENGINES
LS2/3/4/7/9 ENGINES

PN 82858
PN 82868
PN 82878



MSD

GET SOME!

MSDPERFORMANCE.COM
TECH LINE: 915-855-7123

CONTE

CHEVY HIGH PERFORMANCE MAGAZINE * JULY 2015

FEATURES

20 MODEST MADNESS

The Ringbrothers might not have much attitude, but their 997-horsepower Chevelle makes up for it ... and then some

32 BEYOND DESCRIPTION

Detroit Speed's 803hp Camaro is too exquisite for words or pics. We give it a go anyway

50 MADE YOU LOOK!

Massive metalwork hides in plain sight

64 COMMITMENT TAKES A STAND

A rare 1955 Chevy Handyman wagon with a modern drivetrain and suspension

TECH

26 SUB-ORBITAL FRAME

A new front suspension to give your early Camaro/Nova out-of-this-world handling

38 BUILT FOR BOOST

A Livernois Motorsports' 419-inch LS3 stroker long-block is the foundation for 700+hp aspirations



ENTS

» ON THE COVER

When you have two of the baddest Pro Touring muscle cars built to date in the same issue, the daunting task of choosing which one makes the cover is too much to deal with, so we put both the 1969 Detroit Speed-built Camaro and the Ringbrothers' 1966 Chevelle on the July 2015 cover.

Cover and TOC photography by
Robert McGaffin

DEPARTMENTS

56 SOUND ADVICE
Ban dust and noise thermal acoustically

70 DRUM BEATS
Upgrading a 1965 Chevelle to modern four-wheel disc brakes

6 FIRING UP
Sifting through the many, many high-performance TV shows

12 FIRING BACK
You said it, we print it.

16 STRAIGHT LINE SPOTLIGHT
The baddest drag racing Chevys

78 PARTS BIN
Things you need for your ride

82 READERS' RIDES
It's all about you

90 JUST SAYIN
Guest columnist Mary Pozzi acts as gearhead Den Mother to protect one of our own



FIRING UP

Nick Licata NLicata@enthusiastnetwork.com



TV Auto Show Overload

They are everywhere and impossible to ignore. There is no escape as they drive their way into our living rooms. What is this “they” I speak of? “They” are an over-saturation of hot rod and muscle car television shows consisting of the same super-tight-deadline-to-get-this-over-the-top-ride-finished-and-to-the event-or-auction-or-the-world-will-end scenario. We’ve seen the same “dramatic” storyline since Boyd Coddington and his tumultuous crew laid down the template on *American Hot Rod* over 10 years ago. At about the same time we got a weekly dose of the Teutul’s – both Jr. and Sr. – profanity-laden verbal tirades on *American Chopper*, but eventually that little family feud got old – beat to death, actually. Even so, a variation of the show went on to last for about 10 seasons – long enough for the Teutul’s to uproot their business (Orange County Choppers) from a modestly sized motorcycle shop and relocate into a state-of-the-art building large enough to store their laundry bags of cash right next to their million-dollar CNC machines.

It wasn’t long before we were bombarded with a slew of copycat shows. And to this day there are tons of ‘em – all armed with a cast of automotive misfits hoping to become the next big thing. But you can’t blame these guys. Once a show gets some decent viewership numbers and renewed for a season or two, in comes the money. The dollars generated from T-shirt sales alone can bring in enough money to pay the shop’s monthly bills, past debts, and close out their two-year old bar tab at the local watering hole.

Just ask Jesse James. His *Monster Garage* show was a huge hit and the vehicle for all those West Coast Chopper T-shirts we saw being worn just about everywhere. There was a time when you couldn’t go to any Waffle House without seeing that iconic Maltese cross logo on someone’s back – the cook included.

And today, with new television networks popping up, there are more car shows than ever. The Velocity channel carries a variety of these shows, starting with *Wheeler Dealers*, *What’s my Car Worth?*, *South Beach Classics*, *Inside West Coast Customs*, *Graveyard Cars*, *Classic Car Rescue*, *All*



Girls Garage, Car Fix, Restoration Garage, Naked

Speed, Overhaulin’, Chasing Classic Cars, Dallas Car Sharks, and I’m sure there’s more. Then you have the Discovery Channel, which is home to *Fast N’ Loud*, *Fat N’ Furious*, *Misfit Garage*, *Lords of the Car Hoards*, *Vegas Rat Rods*, *Texas Car Wars*, *Highway to Sell*, *Chrome Underground*, *Rod N Wheels*, and *Street Outlaws*.

And then there’s MAV TV. My satellite provider doesn’t offer that channel, but count them in for some dandies like *Full Custom Garage*, *High-Tech Rednecks*, *Titan – American Built*, and more.

Now, I realize there’s a major battle for viewership, and each show has its own little twist that the producer conjured up to make his show different from all the rest, but in reality, they all

seem to fall into the same vat of over-seasoned automotive goulash. And I get it, it’s not that easy to whip up something different when you have dozens of “reality” shows elbowing their way through a crowded market.

Arguably, you could say all this competition for screen time is healthy for our industry. It shows that there’s interest in what we do, and if it makes a few guys a little money and gives them celebrity status, then so be it.

All I ask is that we try to tighten things up and allow only the “watchable” shows to make it through the audition process. I’m sure that’s easier said than done, but when it comes to these auto-based “reality” shows, let’s whittle it down to, say, less than 20.

Oh well, gotta go. Looks like Farmtruck is about to take a fistful of cash from another unsuspecting Lamborghini owner.

Street Outlaws. Now, that right there is some must-see TV.

You in?

BLUEPRINT FOR THE PERFECT PAINT JOB

**Professional quality
at a DIY price!**



High Transfer Efficiency



Low CFM Requirement



Precision Internals

**Includes
1.3, 1.7, 2.0mm
needle/nozzle set**



"I like it! I'll give Eastwood's Concours Pro a solid 9 out of 10 and recommend it for any skill level. This 2-Gun set is a great value that adds even more versatility to this incredible HVLP paint gun"

KEVIN TETZ, Paint Expert of SEMA Cars

Watch the Video



Item #14776



**DO THE JOB RIGHT.
800-343-9353**

OFFICIAL TOOL SPONSOR: **CHEVY TECH CENTER**

**FULL DETAILS AT:
www.eastwood.com/CHP715**

*All deals in this ad expire 7/31/2015. Cannot be combined with other offers.

**Free item will not appear in cart and will ship separately. Other exclusions may apply.



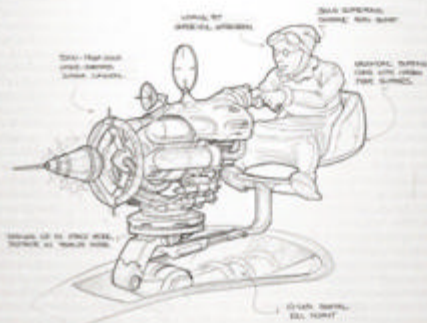
MOTHERS®
Polishes • Waxes • Cleaners



CALIFORNIA GOLD® INSTANT DETAILER

From the inventors of the M.O.M. -
Mechanized Overprotective Mother
Hood Ornament

Quickly cleans and enhances,
while adding depth and clarity.
Whether you're at home or on the
go, it's easy to give your ride that
striking showroom shine.



MOTHERS.COM

CHEVY HIGH PERFORMANCE

EDITORIAL

Network Director Brian Brennan
Editor Nick Licata
Managing Editor Bill Klein
Tech Editor Steven Rupp
Tech Editor John Gilbert
Contributing Editors Bruce Biegler
Stephen Kim
Barry Kluczyk
Robert McGaffin
Ro McGonegal
Mary Pozzi
Chris Shelton
Digital Production Editor Christine Dang

ART DIRECTION & DESIGN

Design Director Markas Platt
Art Director Danilo Silverio

MANUFACTURING & PRODUCTION OPERATIONS

VP, Manufacturing & Ad Operations Greg Parnell
Senior Director, Ad Operations Pauline Atwood
Archivist Thomas Voehringer

THE SUPER CHEVY NETWORK ON THE WEB

www.chevyhiperformance.com
www.superchevy.com
www.vetteweb.com

SUBSCRIPTION SERVICES

Email chevyhiperformance@emailcustomerservice.com, call (800) 800-2438 ((386) 447-6385 international), or write to Chevy High Performance, P.O. Box 420235, Palm Coast, FL 32142-0235. Please include name, address, and phone number on any inquiries. For change of address, six weeks' notice required. Send old as well as new address to Chevy High Performance, P.O. Box 420235, Palm Coast, FL 32142-0235.

Occasionally our subscriber list is made available to reputable firms offering goods and services we believe would be of interest to our readers. If you prefer to be excluded, please send your current address label and a note requesting to be excluded from these promotions to TEN: The Enthusiast Network, LLC, 831 S. Douglas St., El Segundo, CA 90245, Attn: Privacy Coordinator.

Canada Post: Return undeliverable Canadian addresses to IMEX Global Solutions, P.O. Box 25542, London, ON N6C 6B2.

ADVERTISING INFORMATION

Please call CHEVY HIGH PERFORMANCE Advertising Department at (94) 705-3100. Related publications include *Hot Rod*, *Car Craft*, *Hot Rod Deluxe*, *Super Chevy*, *Vette*, *Circle Track*, *Muscle Mustangs & Fast Fords*, *Mustang Monthly*, *Dirt Sports & Off-Road*, *4-Wheel & Off-Road*, *JP*, *Four Wheeler*, *Truck Trend*, *Truckin*, *8-Lug HD Truck*, *Diesel Power*, *Super Street*, *European Car*, *Engine Masters*, *Mopar Muscle*, *Muscle Car Review*, *Classic Trucks*, *Street Rodder*, *Lowrider*, *Recoil*, *Motor Trend*, *Automobile*.

Reprints: Contact Wright's Media at (877) 652-5295 ((281) 419-5725 outside the U.S. and Canada) to purchase quality custom reprints or e-prints of articles appearing in this publication. **Back issues:** To order back issues, visit <https://circsource.com/store/storeBackIssues.html>.

Any submissions or contributions from readers shall be subject to and governed by TEN: The Enthusiast Network's User Content Submission Terms and Conditions, which are posted at <http://www.enthustianetwork.com/submissions>.

**COPYRIGHT 2015 BY TEN: THE ENTHUSIAST NETWORK
MAGAZINES, LLC.
ALL RIGHTS RESERVED PRINTED IN THE U.S.A.**

ADVERTISING

General Manager, Super Chevy Network Tim Foss
General Manager Ed Zinke
Ad Operations Coordinators Ashok Balaji
Patty Ludi
Executive Assistant/Event Coordinator Yasmin Fajatin

To advertise on this magazine's website, or on any of TEN: The Enthusiast Network's other enthusiast sites, please contact us at AM-advertising@enthustianetwork.com.

WEST

Los Angeles: 831 S. Douglas Street,
El Segundo, CA 90245, (310) 531-9900

Irvine: 1733 Alton Parkway, Suite 100
Irvine, CA 92606, (949) 705-3100

EAST

New York: 261 Madison Avenue, 6th Floor
New York, NY 10016, (212) 915-4000

NORTH

Detroit: 4327 Delemere Court
Royal Oak, MI 48073, (248) 594-5999

MIDWEST

Chicago: (312) 396-0620

SOUTHEAST

Brit White (813) 675-3479

SOUTHWEST

Glenda R. Elam (626) 695-5950

TEN: THE ENTHUSIAST NETWORK, LLC

Chairman	Peter Englehart
Chief Executive Officer	Scott P. Dickey
EVP, Chief Financial Officer	Bill Sutman
President, Automotive	Scott Bailey
EVP, Chief Creative Officer	Alan Albanian
EVP, Sports & Entertainment	Norb Garrett
EVP, Chief Content Officer	Angus MacKenzie
EVP, Operations	Kevin Mullan
SVP, Enterprises	Tyler Schulze
EVP, Sales & Marketing	Eric Schwab
SVP, Digital Operations	Dan Bednar
VP, Sales Operations	Matt Boice
SVP, Financial Planning	Mike Cummings
SVP, Automotive Digital	Geoff DeFrance
VP, Editorial Operations	Amy Diamond
EVP, Aftermarket Automotive	Doug Evans
SVP, Content Strategy, Automotive	David Freiburger
SVP, Digital, Sports & Entertainment	Greg Morrow
VP, Digital Monetization	Elisabeth Murray
SVP, Marketing	Ryan Payne
EVP, Mind Over Eye	Bill Wadsworth

CONSUMER MARKETING, ENTHUSIAST MEDIA SUBSCRIPTION COMPANY, INC.

SVP, Circulation	Tom Slater
VP, Retention & Operations Fulfillment	Donald T. Robinson III



**THE
ENTHUSIAST
NETWORK™**

M.O.M. - MECHANIZED OVERPROTECTIVE MOTHER HOOD ORNAMENT.

DRIVE WORRY-FREE. MOM'S GOT
YOUR BACK. ARMED WITH A PLASMA
CANNON, THIS ELEGANT HOOD ORNAMENT
SPRINGS INTO ACTION TO NEUTRALIZE
ALL THREATS TO YOUR CAR.
ROCKS, BUGS, NAILS, YOU NAME IT.
SHE'LL VAPORIZE IT.

SHE'S ONE BAD MOTHER.

5,000 MEGAWATT
LASER ASSISTED
PLASMA CANNON.

SPRINGS UP IN ATTACK MODE,
RETRACTS IN STEALTH MODE.

LOVING, YET
UNMERCIFUL EXPRESSION.

SOUND SUPPRESSING,
DECORATIVE HEAD SCARF.

ERGONOMIC BLASTING
CHAIR WITH CARBON
FIBER SLIPPERS.

OLED DIGITAL
KILL COUNT.

MOTHERS®
Polishes • Waxes • Cleaners



At Mothers®, we're always thinking of ways to make the world
a better place for cars. And while some ideas may never make
it onto the shelves, rest assured, we'll never stop innovating.



Lowest Prices IN STEERING, BRAKES AND SUSPENSION, GUARANTEED!



PRO-TOURING KITS

CPP's new Pro-Touring Kits provide the ultimate performance for an affordable price. Included with each kit is a front and rear sway bar, combined with the lowered stance and performance enhancements. Available for all A, F & X body as well as fullsize Chevs.

Stage One Kits - starting at **\$1699/kit**

PERFORMANCE REAR SUSPENSION SYSTEMS

Lowered rear springs, poly pads and shackles, u-bolts, mounting hardware and gas shocks

Complete Kits - starting at **\$525/kit**



ASK FOR IT BY NAME! 500Series™

**14 TO 1
SPORT RATIO!**

**LATE MODEL
STEERING
TECHNOLOGY
WITH ALL NEW
COMPONENTS!**

POWERSTEERING CONVERSION KITS

All CPP 500 Series™ conversion kits include power steering box ready to bolt to your frame.

starting at
\$629/kit

ASK FOR IT BY NAME!

400Series™

POWER STEERING BOXES

Compact and lightweight, but really packs a punch! Available for Mustang, Falcon and more.

starting at **\$379/ea**

'63-'67 NOVA DELUXE IDLER ARM KIT

A heavy duty upgrade for any Nova and a perfect complement to our CPP Mini™ Subframe and 400 Series™ steering box.

Starting at **\$129/ea**

ASK FOR IT BY NAME!

FITrite™

**FOR LS1,
LS2, LS3,
& LS6**

1964-72
(SHOWN)



ENGINE INSTALL KITS

These kits will work on all LS motors and 2000 and newer Vortec motors. #6472LS1-K includes: oil pan, windage tray, oil pick up tube, engine mounts, engine mount adapters, ceramic coated headers, and all mounting hardware.

Complete Install Kits - starting at **\$1149/kit**

Engine Mounts - starting at **\$129/kit**



AMERICAN AUTO WIRE CLASSIC UPDATE FULL WIRING KITS

Designed for specific year, make, and model configurations.

starting at **\$549/kit**



**BEST PERFORMANCE.
BEST PRICE!**

C5 TALL SPINDLE WHEEL BRAKE KITS

Includes 13" rotors with dual piston C5 caliper stock height spindle. For 1964-77 Chevelle, 1968-79 Nova, & 1967-81 Camaro.

starting at **\$649/kit**

FOR AFX BODY

C5 TALL OR MODULAR™ DROP SPINDLES

Starting at **\$225/pr**



SHOCK ABSORBERS

CPP carries RideTech, RCD, QA1, and our own "Black Magic" nitrogen gas shocks.

Starting at **\$39/ea**



CALTRACS TRACTION BARS

For your Camaro, Nova, Firebird and more.

starting at **\$339/kit**

CLASSIC FIT™ EFI ORIGINAL STYLE FUEL TANKS, PUMPS & SENDING UNITS

No modifications required to mount. Kits include all the necessary pieces to mount to your vehicle. The best choice for adding a fuel injection ready tank to your classic vehicle! Pumps and sending units sold separately.

**EFI
READY!**

Tanks - starting at **\$229/ea**

Fuel Pump Kits only - starting at **\$190/ea**

Sending Units only - starting at **\$49/ea**



BILLET HOOD HINGES

Comes complete with stainless steel gas struts and mounting hardware. Available in plain, black or polished.

starting at **\$470/pr**



**SHOW
STOPPER™**

HYDRASTOP™ HYDRAULIC ASSIST SYSTEMS

These powerful but compact units put out over 1800 P.S.I. of brake assist using the vehicles power steering system. Bare Units are Hydraulic Assist only. Master cylinder and hoses are included with complete system.

Basic Units - starting at **\$469/ea**

Complete System - starting at **\$829/kit**

FOR SIDE MOUNT CONVERSIONS

TRUE BOLT '55-'57 ENGINE MOUNTS

Available for stock location or 3/4" forward. Big block, small block and LS applications available.



LS1 HEADER KITS

Stainless steel shorty headers have beautiful finish. Includes all gaskets and hardware for installation.



ENGINE PEDESTALS FOR LS CONVERSIONS

Trim to fit universal engine pedestals.



FITRITE™ TRANSMISSION CROSSMEMBERS

CPP has transmission crossmembers to specific applications for your classic Chevy car.

STEERING COLUMNS AND ACCESSORIES

starting at **\$199/ea**



TILT STEERING COLUMNS

Starting at **\$289/ea**

Stainless steel adjusting tilt columns in 28", 30", 32" and 33" lengths and plain, chrome and black finishes. Key columns also available.



PITMAN ARMS

These replacement pitman arms are made to factory specs for power steering or manual steering.

starting at **\$49/kit**



CHROME FLAT TOP, MCPV1™ & WILWOOD MASTER CYLINDERS

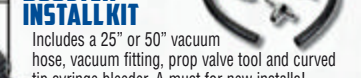
We have master cylinders to fit all your needs and all popular applications.

starting at **\$119/ea**



POWER BRAKE BOOSTER INSTALL KIT

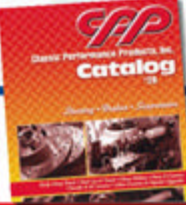
Includes a 25" or 50" vacuum hose, vacuum fitting, prop valve tool and curved tip syringe bleeder. A must for new installs!



starting at **\$27/kit**



FOR 1959-75 TH700 AND 4L60E FULLSIZE CHEVY



**ORDER OUR
CATALOG
TODAY!**

CLASSIC PERFORMANCE PRODUCTS, INC.

378 E. Orangethorpe Avenue | Placentia, CA 92870

800-830-7657

(714) 522-2000 | Fax: (714) 522-2500

ASK FOR IT BY NAME!

Totally TUBULAR™ NOVA MINI™ SUB-FRAME KITS

The heart of this innovative kit is the 1/4" steel cross-member that bolts to the chassis in place of the factory strut rod mounts, eliminating your factory strut rods.

AVAILABLE IN BLACK OR SILVER

Lower Standard Kit **\$399**/kit Upper & Lower Kit (shown) **\$699**/kit Upper & Lower Deluxe Kit **\$929**/kit

ASK FOR IT BY NAME!

FIT Rite™ LS ENGINE MOUNT KITS

Our FitRite™ adapter brackets allow you to fine tune engine placement for optimal clearance and fit. Allows up to 3" of adjustment.



AVAILABLE WITH
POLYPLUS™ MOUNTS
Starting at **\$129**/kit



FOR A LIMITED
TIME GET A FREE
SPANNER
WRENCH KIT!

FRONT COIL OVER CONVERSIONS SYSTEMS

Our clean and simple conversion kit bolts in place of the original coil spring and shock absorber and will allow you to adjust your ride height.

Standard Kit **\$439**/kit



CPP BIG BRAKE KITS

Recommended when using 17" or larger wheels for increased performance and better fender clearance. Shown with optional red powder coated finished calipers.

13" FRONT &
12" REAR

Front - starting at **\$799**/kit Rear - starting at **\$699**/kit Complete Kit - starting at **\$1498**/kit



IMPROVED SWAY BAR KITS

Frame rail mount and heim design for aggressive performance driving. Many front and rear applications available for Chevrolet cars and trucks.

Standard, Plain-starting at **\$129**/kit

Standard, Billet Mounts-starting at **\$189**/kit

Pro-Touring, Plain-starting at **\$189**/kit

Pro-Touring, Billet Mounts-starting at **\$279**/kit

BILLET SWAY BAR BRACKETS



Bushings are available for all sizes of sway bar.

Rear-starting at **\$89**/kit Front-starting at **\$69**/kit



1978-87 "C" BODY FRONT TUBULAR CONTROL ARMS

Available in gloss black or silver powder coat and include ball joints. Front - starting at **\$809**/pr



31 SPLINE HEAVY
DUTY AXLES



CURRIE CRATE 9" REAR ENDS

A full line of ready-built rear ends are available with the same high-quality parts used in Currie custom-built rear ends, but at "off-the-shelf" prices.

Starting at **\$979**/kit



MORE BANG
FOR YOUR
BUCK!

COMPLETE PERFORMANCE PACKAGES

Tune up your chassis with some of our best upgrades for a great price! These packages team up all of the pieces that will convert your ride into a corner carver on the track and a pleasure to drive on the streets. Available in silver or black powder coated.

starting at **\$1959**/kit

"SHOP TALK"

9" Ford Flange Rear Brake Kits

Shown with optional
upgraded rotors and
powder coated calipers



CPP offers bolt-on rear disc brake kits for cars and trucks using the always popular Ford 9" rear end. Perfect for the enthusiast that has upgraded his rear end and now wants the ultimate in braking. All kits work with small or large bearings. Caliper brackets work with both 2.37" and 2.50" for 9" flange. 3/8 flange bolt kits will also fit 8" Ford rear end. Kits include rotors, calipers, caliper mounting brackets, rubber hose kit, and mounting hardware.

Notes: 9" Kits do not include E-Brake cables. Please contact us for custom cables. Also, when upgrading disc brakes you must upgrade to a disc brake master cylinder and proportioning valve.



CPP's Got Your Classic Truck and Passenger Car Covered!

Rear Kit
starting at
\$599/kit

Ask About Caliper Upgrade Options



Please specify color when ordering.



CPP offers performance for any
budget, that's true value!

CHECK OUT MORE "SHOP TALK" AT
WWW.CLASSICPERFORM.COM



www.classicperform.com



Prices subject to change without notice. Please note that kits and prices may vary between certain applications.

FIRING BACK

✦ By **Nick Licata**

In the February 2015 issue (Firing Up), I posed a question about what kinds of articles you'd most like to see in CHP. Basically, I was trying get a feel for what you readers are all about. I had my suspicions as I've been reading CHP for quite a few years, but I wanted to hear it from "the horse's mouth" so to speak.

Well, I was hoping to get a few responses, but what I didn't realize is how vocal you readers really are. I got a tremendous amount of emails with tons of great suggestions (a few of you even let me know the magazine's font size is too small, making the articles difficult to read. We'll work on that.) of what you'd like to see us do in the future.

I read every email and took into consideration your requests. Unfortunately, we don't have enough space to print every email, so here are a few of your comments and suggestions.

To those who took the time to write in, thank you for doing so. It really helps to stay in touch, so please keep writing in.

Ed.

Hello Nick.

What a great time. Daytona Turkey Rod Run all week and my February copy of *CHP*!

I read your first Firing Up column and gotta say, 'keep the magazine geared towards performance,' like the title says. Keep sharing the latest performance-based info on Chevys. One day, I'd like to drive my cars and maybe hit the high banks of Daytona and/or Sebring.

I was going to let my *CHP* subscription expire (I also get *Super Chevy* and *Hot Rod*), but when I read that you were taking over I changed my mind. In fact, I got a post card stating that when I originally signed up I chose to automatically renew for 24 more issues. No action required on my part. I'm in!

Good luck! I'm ready for the ride.

Bill Salzman

Nick,

Shazam! You've appeared in my reading inventory again and I'm thrilled. I love these Chevy-based magazines because they keep me in the game on so many levels.

Best of luck to you and glad you're still hanging around putting out quality reading material about



interesting subjects.

Kindest regards,

Byron Bates

Nick,

I think your target audience for *CHP* is the baby boomers. You may want to verify that with your own research. With that said, generally I quickly skim over anything LS-related or tied to a computer for tuning. I'd like to see classic '50's,

'60's, and '70's muscle cars along with old-time dragsters with Vertex Magnetos. The vast majority of cars at cruise nights have non-LS type motors.

Subjects that necessitate repeating like suspension tuning, tools to have, or just the simple stuff that make life easier to make our hot rods run and sound like it is supposed to.

Thank you, and looking forward to reading your column.

Daniel

Nick,

As a *Chevy High Performance* magazine subscriber, this is what I'd like to see: articles on how to make my rides better within a reasonable budget. Like most of your readers, I don't have tens of thousands of dollars to spend on my cars. I'm interested in how to make my leaf spring Nova handle better without spending \$5-10k on a new subframe coilover spring front and rear suspension. Notice I said better, not 2014 Camaro perfect!

A comparative carb test would be great. Seeing which exhaust system works best: H pipe or X pipe. A test of popular mufflers showing hp gain or loss would be fantastic.

I recently glanced through a circle track engine build article with what I'm guessing was a price tag of \$50k or better. That's a good example of what I'm not interested in.

Project cars are always good ... if kept within a reasonable budget.

Most of my interest is in older muscle cars but some new car stuff is good.

There are a lot of choices on what parts to put on our cars to improve them, and your readers look to magazines like *CHP* for help in making those decisions.

Thanks for listening

Greg Chandler

**CHECK US OUT
24/7 AT**



FACEBOOK.COM/
CHEVYHIPERFORMANCE

twitter

@CHEVYHIPERFORMANCE



@CHEVYHIPERFORMANCE
ON INSTAGRAM

WHAT THE CAR WANTS, THE CAR GETS.

OPTIMABATTERIES.COM



M. Pozzi

MARY POZZI
11-TIME SCCA SOLO
NATIONAL CHAMPION



**UP TO
3X LONGER
LIFE**

**SPILLPROOF
SIX-PACK
DESIGN™**



**REDTOP® | THE ULTIMATE
CLEAR-SOME-SPACE-IN-YOUR-TROPHY-CASE BATTERY**

OPTIMA
BATTERIES
THE ULTIMATE POWER SOURCE™

LOOK FOR THE SIX-PACK™ DESIGN ON OPTIMA® REDTOP®, YELLOWTOP® AND BLUETOP® BATTERIES AT A RETAILER NEAR YOU.

The OPTIMA logo, OPTIMA Batteries, The Ultimate Power Source, Spiralcell Technology, REDTOP, YELLOWTOP, BLUETOP and The Six-Pack Battery Design are trademarks of Johnson Controls, Inc. ©2014

Johnson
Controls

Hi Nick,

Congratulations on the new job. It is great to have a fellow F-body enthusiast in charge. I am a longtime subscriber and a participant in all five Holley LS Fests. You have raced your black Camaro against my red one once or twice on the dragstrip. Your March issue had six pages of good coverage on the 5th Annual LS Fest, but nothing at all on my two favorites: Saturday's True Street Challenge and Sunday's

LSX Rumble, of which I was lucky enough to be the winner in 2014. I really enjoyed Kevin McClelland's Q&A and will miss him.

Best of luck, and I look forward to more great issues.

Harold Harned

What's up?

I've been reading *CHP* for quite a few years now, and I'll tell you what I'd like to see. Some autocross but more drag racing. Every other mag is

beating autocross and Pro Touring to death. I like it, but I have subs to three other mags that just hammer the same, "watch us get a killer stance and modern handling out of our G-body with a full Pro Touring suspension setup every month."

Engines, I love em all! I'd like to see what you can do with the new powerplants. I'm especially interested in what can be done with Direct Injection. Just don't leave the classics on the back burner, because I'd love to see some old gassers. Keep up the event coverage. Oh, and if you get rid of Big Mac's tech column I'll cancel my subscription. Well, probably not, but that's how important he is to the mag.

Keep up the letters section, as I like to see what other readers are doing and are interested in. By the way, this is a Chevy performance mag and Chevrolet has always made some very nice trucks. Hint hint ...

Glad to have you aboard and I'm looking forward to seeing where the mag goes.

Grab a gear and keep it to the floor!

Joe Friedl Jr.

Nick,

The whole reason I subscribe to *CHP* is to read Kevin McClelland's Q&A. I have always assumed that the reason his space in the magazine is at the front (instead of the back) is that others shared my reason for subscribing.

You have lost a very important asset. This is a sad day.

Will I continue to subscribe to *CHP*? I don't know.

Bob Haggard

Nick,

Welcome to *CHP* magazine.

In your Firing Up column in the February 2015 issue, you asked the readers on what piqued our interests.

Personally, I like a variety of articles when it comes to classic and late-model performance vehicles, and a variety of the various drag cars and Pro Touring cars. I would like to see more modified autocross type cars and Optima event articles. The new SCCA CAM (Classic American Muscle) class may be of some interests because it has emphasis on the Classic

UNDERSTATED Elegance!



Steve Tornari's 1967 Nova is loaded with subtle design elements that helped it win the Goodguys 2014 "Street Machine of the Year" honors. Among the visual highlights are ARP polished stainless steel fasteners. The award-winning build team at Miranda Built in Palm City, Florida says, "We used ARP fasteners every place we could."

This includes assuring the reliability of the Nova's 850 HP twin 62mm Precision Turbo boosted SB2 powerplant through use of ARP head studs, rod bolts, and more.

ARP fasteners are engineered and manufactured in our own Southern California facilities certified to ISO 9001:2008 and AS9100. Look for "ARP" stamped in a fastener as your assurance of quality.



800-826-3045

www.ARP-bolts.com



Get a FREE copy of the new 2015 catalog online



of the LS platform kind of begs the question as to why bother, but I'm sure many of us have well-built and performing old-school small-blocks and would love to see the improved driveability and performance in these upgrades. I think it would also promote the sport as motorheads realize that they can get more usability out of their cars!

Whatever way the mag decides to go, I'm on-board

Richard Johnson

American Muscle cars.

I do like the tech articles on the powertrain, suspensions, and bodywork. The electrical system articles are also informative.

I am not a big LS power conversion fan, but I don't have a problem with them. I am kind of an old-school of guy. If it came with a SBC or BBC, it should stay as a first-gen engine—not an LS. Don't get me wrong, the LS definitely has its place in the modern muscle car and I have two LS-powered vehicles.

I am almost done with updating/modifying my '89 Corvette so I can be competitive in the Optima Ultimate Street Car events, in addition to the SCCA events.

Thanks for asking for the input.

Kenneth Allan Mitchell

Hi Nick,

You asked, I'm answering!

Glad you have the new position at *Chevy Hi*, you'll do well with our "addiction."

Articles I would like to see are taking the first-gen SBC and doing tech articles on upgrading it with COP (*Ed note: coil on plug*) ignition and OE EFI port injection retrofits and using the OE wire harness with the needed modifications for the retrofit. I guess I would call it, the OE fuel injection conversion, a junkyard build!

I would like to see the comparison of fuel economy and performance from the carb to the upgrades. I know that the potential

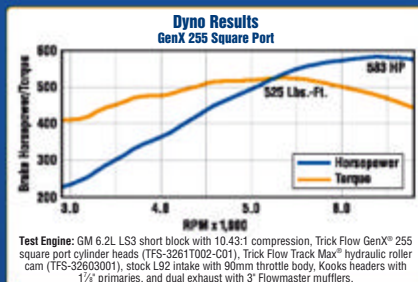
Put the Hammer Down.



You don't cut corners or accept compromises.

Use the best parts.

Trick Flow GenX® 255 square port cylinder heads can significantly increase the performance of your GM LS-powered hot rod. Highlights include LS3-shaped CNC Competition Ported runners, CNC-profiled combustion chambers, 12° valve angles, coolant holes that work with all LS head gaskets and engine blocks, and your choice of standard or 6-bolt mounting patterns—all engineered, machined, assembled, durability tested, and dyno proven in the USA to help your car stay ahead of the pack.



Airflow Results
GenX 255 Square Port

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	71	59
.200"	146	113
.300"	231	171
.400"	294	215
.500"	334	240
.600"	363	252
.700"	382	258

Tests conducted at 28" of water (pressure).
Bore size: 4.065" exhaust with 1 1/4" pipe.

To view more airflow charts, go to TrickFlow.com and type the part number you want to see into the Search box and then click "Search."

**DROP US A LINE-
WE READ
EVERYTHING**

EMAIL US AT:
CHEVYHI@ENTHUSIASTNETWORK.COM

TrickFlow.com
1-330-630-1555

Trick Flow
Specialties
Ultimate Bolt-on Performance!

1507CPTF

Some parts are not legal for use in California or other states with similar laws/regulations. Please check your state and/or local laws/regulations.

STRAIGHT LINE▶

SPOTLIGHT

❖ By **Bruce Biegler**



Filthy Fifty-Five

↑ There is no chance of misidentification for racing fans when Tyrone Graham pulls his uniquely painted 1955 Chevy Top Sportsman car into the staging beams. Graham, who lives in North Carolina, campaigns a car that was first constructed back in 1997 by Wally Stroupe and raced by none other than Chevy Pro Mod legend Charles Carpenter. Since taking possession, Graham has proceeded forward with a number of upgrades, including a nitrous-injected Chevy engine. Graham's one-of-a-kind paint scheme, which boasts a rough texture and bleeding through rust look was done in conjunction with Chuck Chapman (Hickory, North Carolina). Possibly Graham's biggest claim to fame so far with his car might very well be back-to-back Quick 8 title wins during the Pinks All Out events held at ZMax Dragway in 2009 and 2010.

Classic Continuum

→ Just like the Energizer Bunny, South Carolina's Monty Bogan Jr. continues to tick along with his very longtime tradition of drag racing Chevrolets. With over 100 and counting individual event victories throughout his racing career in both NHRA and IHRA competition combined, Bogan Jr. remains highly active primarily within the southeast region of the USA. A current focus for the four-time IHRA World Champion includes a 1967 Camaro, which he now races within Stock Eliminator in E/SA trim. This car, which has a 396ci engine and was acquired from northwest regional racer Sean Cour, was an original big-block, tilt-steering car equipped with a four-speed. Since converting it to an automatic, Bogan Jr. has coaxed it to a best run



of 10.62 at 121 mph, which is well under the 11.70 class index. For Monty, it is also one of two '67 Camaros that he campaigns—the other being an identically painted version for Super Stock.



CHEVROLET

Chevelle™

CUCKOO CLOCK

A BRADFORD EXCHANGE
EXCLUSIVE DESIGN

Only
10,000!
Hurry!

Hand-crafted cuckoo
features the '64
Chevelle Malibu
SS, and the '69
Chevelle SS 396 and
'70 Chevelle SS 454
with a speedometer-
inspired clock face

High-gloss finish,
racing stripes and
genuine chrome
accents are inspired
by the Chevelle's
iconic features

Accurate quartz
movement powers
the swinging metal
pendulum bearing the
official Chevy logo

Act now to acquire your officially
licensed clock for five convenient
installments of only \$39.99, for a total
of \$199.95*. Your purchase is backed by
our unconditional 365-day money-back
guarantee. Send no money now. Just
mail the Reservation Application today,
or you could miss out!



General Motors Trademarks used under license
to The Bradford Exchange ©2014

CELEBRATE
AN ICONIC
AMERICAN
MUSCLE CAR



At the top of every hour,
the "garage" light turns on
to reveal a sculptural 1970
Chevelle SS 454 accompanied
by the authentic sound of a
Chevelle engine revving

Shown much smaller than actual
size of 24 inches tall, including
hanging pendulum and weights.

Requires one "AA" battery and
two "D" batteries, not included.

www.bradfordexchange.com/chevelle

©2014 BGE 01-17061-001-BIR

RESERVATION APPLICATION

SEND NO MONEY NOW

THE
BRADFORD EXCHANGE
—HOME DECOR—

9345 Milwaukee Avenue · Niles, IL 60714-1393

YES. Please reserve the *Chevelle™ Cuckoo Clock* for me as
described in this announcement.

Limit: one per order.

Please Respond Promptly

Mrs. Mr. Ms.

Name (Please Print Clearly)

Address

City

State

Zip

01-17061-001-E52983

*Plus \$23.99 shipping and service. Limited-edition presentation restricted to 10,000 clocks worldwide. Please allow 4-8 weeks after initial payment for shipment. Sales subject to product availability and order acceptance.

STRAIGHT LINE SPOTLIGHT

Veteran Vette Racer

➔ Despite now being in his early 70s, Illinois-based racer Don O'Malley is still busy mixing it up within NHRA's Super Stock class ranks with a truly classic machine. O'Malley is back behind the wheel of what is now a very seldom seen car in the category: a 1964 Corvette. His present-day car is in fact the very same car that he got his start with in the sport back in 1969. Following a 15-year stint when he raced mostly late-model GM cars (Oldsmobile and Pontiac), Don went back to his roots when he reintroduced his Corvette back into class competition in 1999. Since then it has seen a number of upgrades, including some chassis reworking by PK Race Cars (Millersport, Ohio) to bring it up to its present day form. Using 327ci engine programs



(both L76 and L84 versions) and a Turbo 350 three-speed automatic transmission, Don's SS/IA-classed car has run a best of 9.70 at 137

mph. Both a racer and a tuner, O'Malley self-funds and self-maintains his machine out of his O'Malley Performance Shop in Decatur.



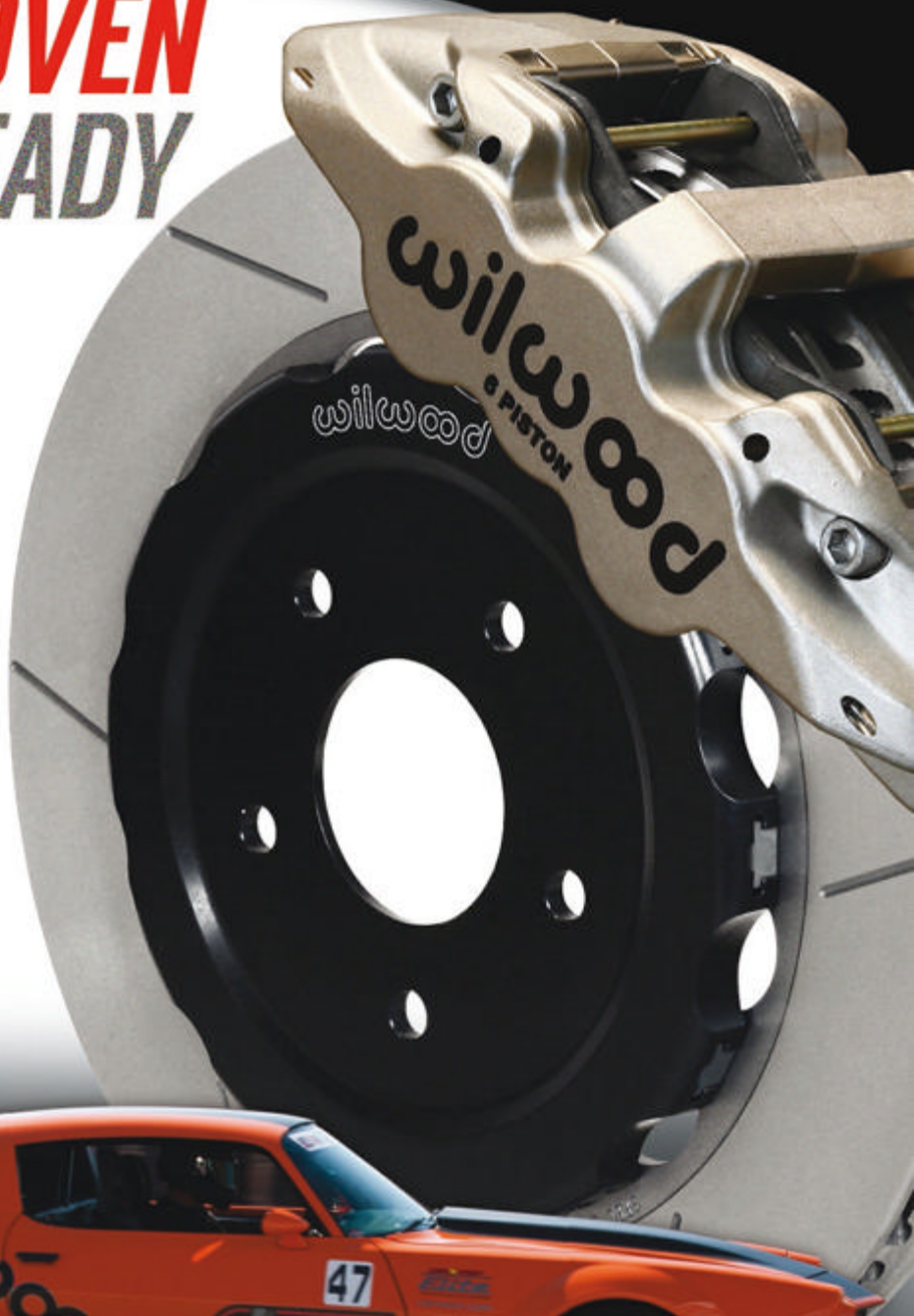
Famous Finale—Revisited

↑ We probably don't fully realize all of its repercussions just yet, but last year's Stock Eliminator final round during the 60th Anniversary Chevrolet Performance NHRA U.S. Nationals at Indy was one for the ages. In a final round pairing featuring two 2014 COPO Camaros—when Bruno Massel defeated Joey Wilkes—it was truly history making, marking the first-ever national event level victory for a fifth-gen Camaro. The math now contained within annals of drag racing history will show that Massel's supercharged 350ci FS/A car recorded a winning 8.825 e.t. at 143.34 mph, compared to Wilkes' 396ci B/SA, which ran a 9.978 e.t. at 128.77 mph. That final round duel cumulated a truly massive Stock Eliminator program, which saw no less than 187 cars entered for the 128 available qualifying positions. Wilkes and Massel each entered eliminations with superb sub-index runs of -1.409 and -1.402 for the sixth and seventh positions respectively.

RACE PROVEN STREET READY

*You're in complete
control with the
power and precision
of Wilwood.*

*Unsurpassed engineering
and testing so you can
own the road.*




wilwood
DISC BRAKES

Power. Control. Precision.

805.388.1188

www.wilwood.com

Designed, Tested, and Manufactured in the USA 

MODEST MADNESS

The Ringbrothers Might Not Have Much Attitude, But Their 997-Horsepower Chevelle Makes Up For It ... And Then Some

TEXT: **Stephen Kim** ♦ PHOTOS: **Robert McGaffin**



COVER RIDE

■ **Evidently, no one's** 5 feet 11 inches, but there sure seem to be lots of people out there that are exactly six feet tall. What are the chances? Interestingly, very few people make \$95,000 a year, but there sure are lots of folks that earn a cool \$100,000. What a coincidence. This peculiar phenomenon might explain why very few cars run 10.0s opposed to 9.90s at the dragstrip, and why certain wankers cite the useless advertised duration specs of their camshafts instead of the all-telling at-0.050 figure. Given the male ego's tendency to distort reality, it's downright shocking to see a horsepower rating of 997 on the spec sheet of a car as

utterly breathtaking as the Ringbrothers' 1966 Chevelle. Like seriously, if they claimed it made an even 1,000 hp, it's not like anyone on earth could actually feel the three missing horsepower. Honesty and modesty like that is hard to come by these days, but it's precisely why Ringbrothers'



latest creation looks like no other '66 Chevelle on the road.

Allow us to explain. Brothers Jim and Mike Ring have built many high-profile, award-winning muscle cars over the years, pushing the limits of the Pro Touring breed with each new project. An abbreviated list of accolades includes multiple Goodguys Street Machine of the Year awards as well as a Ford Design award

at the 2009 SEMA Show. However, despite the national spotlight, they don't take themselves too seriously, and it's this modesty that both enables and inspires them to keep on truckin'. "There's so much talent in this industry that it takes a lot of effort as a car builder to be different. We go out on a limb sometimes and try things that are controversial, but pushing the envelope in order to

stand out means that you have to be willing to hit the dirt sometimes," Jim Ring explains. "Winning awards is an honor, but you still have to fix the manure spreader when you get back home. You're still no different from the next person, and you have to build cars because you're passionate about them, not for awards."

More often than not, the Ringbrothers' swing-for-the-fences



approach has netted far more grand slams than strikeouts. This track record, combined with their down-to-earth demeanor, is what convinced Chris McPhie to entrust Jim and Mike to build the Chevelle he always wanted. “I met Jim at the SEMA show in 2012, and we talked for what seemed like hours about the type of car I wanted to build. I had been looking for the right shop for several years, and this was the first time I had met a builder that wasn’t cocky and arrogant, who mostly listened instead of doing the talking,” Chris recalls. “Jim was intrigued, and when I called him a few weeks later I was surprised to find out that he remembered every single detail of our initial conversation. He took my vision for building a 1966 Chevelle and threw in his own ideas without ever knowing if I would call him again. That’s the type of guy Jim is, selfless and driven to build your dream car with his skill set and artistry. It’s a true gift.”

Although Chris has owned everything from 1969 Camaros to Ferraris and Lamborghinis over the years, he’s always had a soft spot for Chevelles. “When I was 14 years old, I convinced my dad to drive down from Ohio to Florida to pick up a 1970 Chevelle that my aunt and uncle were giving away. I felt like the luckiest kid on the block and figured I had two years to paint it and put some nice wheels on it before getting my license,” Chris remembers. “The problem is that at 14 years of age you can’t just let a hot rod sit in the driveway, can you? One day after school, I thought it would be cool to sit in the car and listen to the radio,



but that wasn’t enough. I took the Chevelle around the block to see what it could do. The local police escorted me home, and not long after that the Chevelle was gone.”

That was 1986. For the next 20-plus years, although Chris had the good fortune of owning some very nice exotic cars, he couldn’t help but feel like something was missing. “The memories of that old Chevelle that never became a reality often crossed my mind. One day I vowed to get another Chevelle and build the car of my dreams from my earlier years,” he explains. Like many Chevy enthusiasts before him, Chris was seduced by the clean lines of the ‘66 Chevelle body. After several years of searching for the right builder, work on Chris’ dream car finally commenced in 2012.

Ringbrothers started out with a plain Jane six-cylinder car and hatched a plan to build a race car-inspired Pro Touring machine with the latest and greatest drivetrain and suspension components on the market. Oh yeah, the mechanical bits also had to get wrapped in the kind of meticulously fabricated custom sheetmetal skin that Ringbrothers is known for.

With projects of this caliber, getting the major mechanical hardware—as impressive as they may be—in order is often the easy part. To bring the Chevelle’s floppy suspension into the modern era, the stock underpinnings were replaced with a Roadster Shop chassis that utilizes a C6 Corvette suspension up front, a custom four-link out back, Baer six-piston brakes, Afco coilovers, and beefy splined sway



bars. To put the chassis to good use, Ringbrothers spec'd out one monster of an LS7 small-block from Wegner Motorsports. Based on an RHS block, the combo checks in at 417 cubic inches and utilizes Callies internals and RHS LS7 cylinder heads. A big Whipple twin-screw supercharger on top pressurizes the short-block to 15-16 psi, which is good for 997 horsepower and just a smidgen under 900 lb-ft of torque. A Bowler-fortified Tremec six-speed manual trans is tasked with processing all that power, which it feeds rearward to a Johns Industries 9-inch rearend fitted with 35-spline axles. Sticking it all to the pavement is Michelin Pilot Sport rubber wrapped around HRE wheels (19x9.5 front, 20x13 rear) custom built to Ringbrothers' specifications.

Compared to bolting up turnkey suspension and drivetrain components, fabricating eye-popping custom sheetmetal is a painstaking affair requiring thousands upon thousands of hours of labor. The cosmetic changes are immense, infusing a mix of race car and exotic car flair into one of the best-looking Chevys of all time. "Even when you narrow the bumpers on these cars, they still stick out too much. In order to tuck them up like we wanted to, we cut the fenders off right in front of the wheels, about half way down," Jim explains. "The fenders now sit on top of the front bumper. The hood, trunk, decklid spoiler, and front and rear bumpers are custom carbon-fiber pieces. For each of these parts, we first built a prototype out of sheetmetal, bodyworked them smooth, made molds from them, and then hand-laid the carbon fiber. Each of these parts are now available to anyone through our parts catalog."

But wait, there's more. "We lowered the rocker panels 2 inches and ran the panel all the way through the side of the car, from the front of the rear wheel to the back of the front wheel. This really cleaned up the lines of the car and got rid of the ugly pinch welds," says Jim. "On a stock Chevelle, there are all kinds of messy lines where the front fenders meet the doors, so we cleaned all that up. That straightened up the line on the door that comes off the A-pillar. In the rear, we stretched the quarter-panels downward to line up with the rockers more evenly. The taillight buckets are off of a fifth-gen Camaro, and then we built custom lenses to fit inside them. One thing

that's always driven us crazy are side mirrors because there's nothing out there that fits the theme of cars we build. This time, we spent 80 hours building custom mirrors out of flat sheet aluminum. We even integrated a camera in the driver-side mirror."

Considering the painstaking effort that went into the rest of the car, the interior couldn't disappoint. The end product looks more like the cockpit of an F-22 than the interior of a muscle car. "Chris insisted on having metal seats, so we built custom seats that mimicked the shape of a Recaro. The only parts of the seat with padding are where the seats touch your body," Jim explains. "The metal seats set the tone for the rest of the interior, so we had to keep it on the raw side. That's why there's no carpet. We hydro-dipped the floor, console, seat pans, and inside of the trunk to add texture. To make it look like there are rubber mats on the floor, we custom machined metal inserts and had them powdercoated. The shifter, blinker arm, and gauge pod were custom machined as well."

After 18 months of hard work, Jim and Mike unveiled the Chevelle at the 2014 SEMA Show. As is usually the case with Ringbrothers' creations, it nabbed a bunch of awards, including General Motors' Best Chevy at SEMA award and the Goodguys Gold award. It also ranked as a Top Three finalist in the Battle of the Builders competition. Such resounding success aside, Jim and Mike will head back to their Wisconsin shop, and continue cranking out world-class hot rods that starkly contrast their modest and humble demeanor. Too bad more folks can't be like the Ring's. **CHP**

GET THE HOOKUP

Chris Alston's Chassisworks888.388.0249
cachassisworks.com**Wilwood**805.338.1188
wilwood.com

SUB-ORBITAL FRAME

A New Front Suspension to Give Your Early Camaro/Nova Out-Of-This-World Handling

✦ TEXT & PHOTOS: **Steven Rupp**

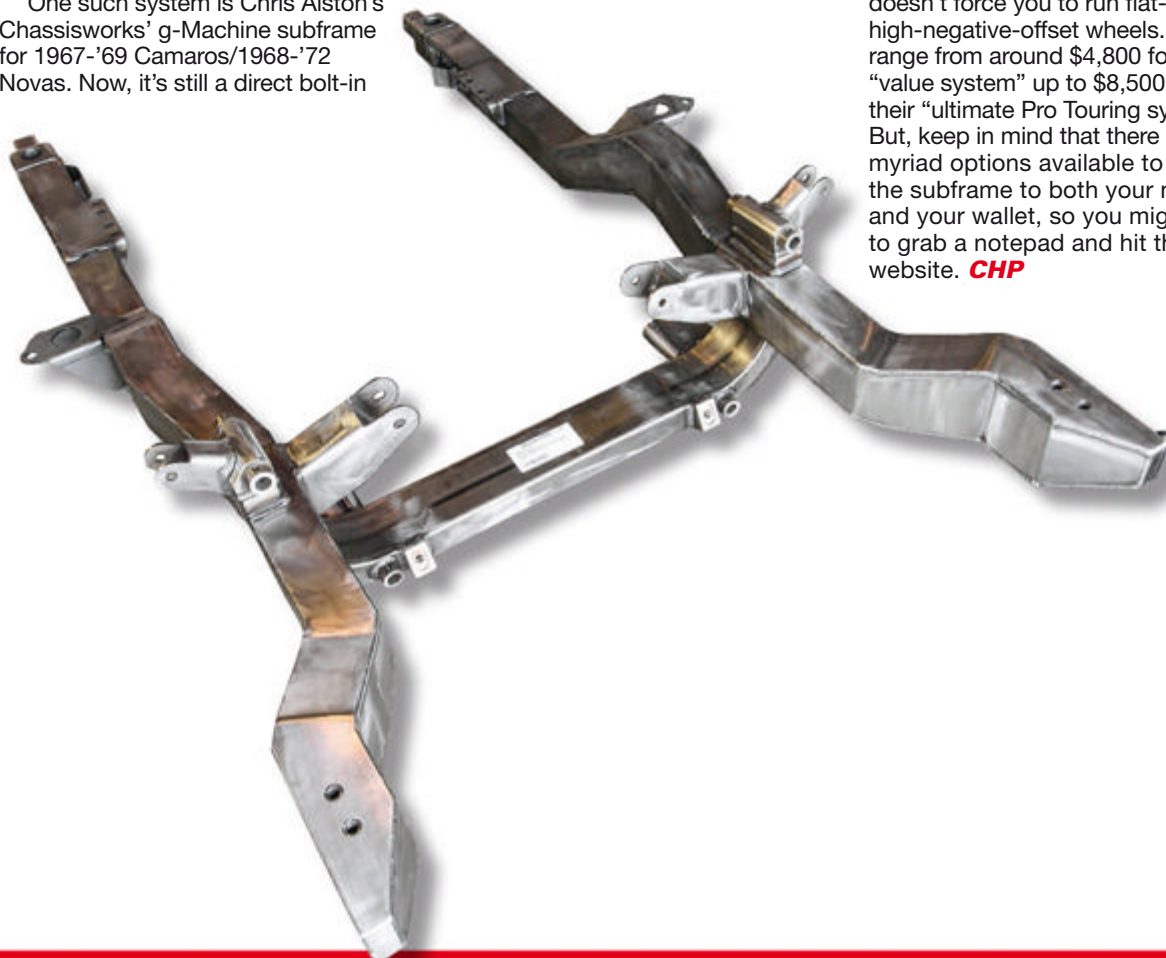


We've heard it said that wheels make the car. But if you're going to log any serious highway miles, then it's really a car's suspension that determines if it's fun or not. Don't believe us? Well then hop out of your modern, rack-and-pinion-equipped car and hit a mountain highway in a vintage, stock-restored Chevy. What you'll find is that it looks great but handles like a pig—and not a particularly agile one either.

Thanks to the aftermarket, it's a fairly easy proposition to imbue our classics with modern road manners. One option is to upgrade the parts while still utilizing the stock subframe. Sure, the car will handle much better, but utilizing the factory frame means compromises need to be made. A better, though admittedly more expensive, option is to go with a complete aftermarket subframe. This approach gives better handling since the complementary suspension bits don't have to work around the design and geometry of the GM frame.

One such system is Chris Alston's Chassisworks' g-Machine subframe for 1967-'69 Camaros/1968-'72 Novas. Now, it's still a direct bolt-in

deal, but that's where any similarity to the factory front suspension ends. The suspension itself was designed on a "clean sheet" of paper, which means it isn't just a variation of OEM geometry. Using Pro/Engineer software, the engineers at Chassisworks were able to create a modern, technologically advanced, yet reasonably priced, front clip. And while the performance of this subframe is on par with late-model Corvette-based systems, it doesn't force you to run flat-face, high-negative-offset wheels. Prices range from around \$4,800 for their "value system" up to \$8,500 for their "ultimate Pro Touring system." But, keep in mind that there are myriad options available to tailor the subframe to both your needs and your wallet, so you might want to grab a notepad and hit their website. **CHP**





DOUBLE DOWN FOR PERFORMANCE

**WITH VIKING
DOUBLE ADJUSTABLE
SHOCKS**



**WARRIOR™ DOUBLE
ADJUSTABLE SHOCKS**

STARTING AT \$169.95 EACH

- Huge adjustment range for optimizing ride quality and performance.
- Great for daily drivers, street/strip, and more.

**CRUSADER™ DOUBLE
ADJUSTABLE HIGH FORCE
SHOCKS**

STARTING AT \$239.95 EACH

- Patent pending high rebound force shocks.
- Drag and Pro Touring specific packages available.

MADE IN THE U.S.A.

**SMOOTH BODY AND
COIL-OVER PACKAGES
AVAILABLE.
CALL TO INQUIRE.**

'69 Camaro SS
Equipped
with Viking
Berserker ASM
(Active Shock
Management)
system



Where Victory is KING

www.vi-king.com 952.469.4130

Better ETs At The Track & More Fun On The Street



**BOLT-TOGETHER
TORQUE CONVERTERS
FOR GM 4L60E, 4L80E & 6L80
TRANSMISSIONS**

TCI
AUTOMOTIVE

**New Triple Disc Lock-Up Converters Provide Big ET Gains
At The Track And Huge Improvements In Street Performance.**

Available for vehicles with GM 4L60E, 4L80E, and 6L80 transmissions, these direct bolt-in converters feature a two-piece billet housing and innovative triple disc lock-up design that puts more power to the pavement. Need to make a stall change or flush the converter after transmission failure? It's no problem thanks to the user serviceable bolt-together design. Even more notable are the performance results with documented improvements of up to 7-tenths in the 1/8 mile without sacrificing street manners.

A patent-pending sprung hub allows for smooth engagement while preventing shudder, absorbs harsh impact loading – thereby greatly increasing transmission life – and provides harder launches without ECU tuning. There are no error codes or required tuning to worry about, and forget about surge problems... simply bolt it in and go.

The converters are built to take a beating too. They provide unparalleled strength and performance consistency in part due to the tig-brazed impeller and fully furnace-brazed turbine. A 50-spline clutch hub is also integral in allowing these converters to handle torque capacities of up to 730 ft./lbs. Each unit is 100% hand-built by skilled craftsmen and triple tested before earning the TCI® logo.



◀ The Difference Is Inside

The triple disc clutch utilizes woven carbon fiber designed to withstand continuous-slip lock-up control, handle higher torque capacity and provide unmatched clamping force.

Scan For Video



Find Us: 9539k

TRANS HELP™ 1.888.776.9824 • TCIAUTO.COM

Sub-Orbital Frame



01 | OK, so obviously the main player in the front subframe assembly is the subframe itself. The 1967-'69 Camaro/1968-'72 Nova Chassisworks subframe is larger and stronger than other tubular designs on the market. A lot of this is due to the massive 3x4-inch subframe structure at the critical chassis stiffness area from the crossmember rearward through the firewall mounts. The frame also incorporates all the necessary mounting points for items like bumper brackets and core support.



03 | Installing the frame under the car was as straightforward as stuffing a stock frame under there. This is due to the alignment holes that duplicate the factory arrangement. Chassisworks also supplies a pair of CNC-machined alignment pins for even greater accuracy. Once both pins were in place we simply tightened down the bolts through our aluminum body bushings (PN 6816). They do offer urethane bushings for those who want to cut down on transmitted vibration a bit, but we sort of like it.

05 | The lower arm was then secured to the subframe using the unique pivot-stud hardware. This specially designed Allen-drive, beveled-head pivot stud threads directly into the g-Machine crossmember. The fasteners feature a thread-free



3/4-inch shank for maximum shear strength and have a broad bearing contact surface that reduces wear. There's also a shoulder on the bolt that ensures the correct amount of bearing preload. The arm is further secured using oval-point set screws. Also, here you can see one of the rack mounts, which uses Chassisworks' interlocking-slot-tab technology. Self-fixturing female slots in the frame are used to properly locate mounts, which employ corresponding male tabs. They are then fused together using a spray-arc welding process.



02 | The frametail design is completely enclosed, which adds strength, and each 'rail' is assembled from four separate 12-gauge sheetmetal panels. The 'rail' panels are CNC laser-cut and, once the contour bends have been made on their fully automated press, the panels are assembled using positioning features. They explained it as a three-dimension puzzle since the 'rail' panels can only be fit together in the absolutely correct shape. Once in place, the four corner seams are welded with a continuous bead to completely bond the joint. The welds are so nice that even though they will sand them smooth (for \$375); we think you would be better off spending that cash elsewhere.



04 | Chassisworks' TIG-welded lower A-arms feature 1.25x0.156-inch wall steel tubing and 1x0.156-inch wall, multi-plane triangulated crossbraces. The CNC-machined weld eyes create a stable bushing housing that inserts into each arm tube and gradually tapers to match the outer tubing diameter. This eliminates fatigue points normally found in other "T"-style tubular bushing-housing joints. The geometry offsets the ball joint forward to improve static positive caster and it also places the shock very close to the spindle in a dropped position for better control. The lower pivot points are spread broadly apart, increasing performance while eliminating the need for secondary strut rods.



06 | The upper arms may not look strong, but they are. Constructed from mandrel-bent, 1x0.156-inch wall steel tubing, with 0.875x0.156-inch wall crossbraces, they are TIG-welded into a triangulated design that is strong and allows for plenty of shock clearance. With the aid of a fixture, the tubes are seated into recessed faces along the ball joint housing to create an interlocking fit. On the geometry side, the arm provides positive caster upon installation by offsetting the ball joint rearward. The pivot bearings are self-lubricated and require little maintenance thanks to minimal linear resistance and zero deflection. And if they do wear, the arms are easily rebuildable.



07 | The use of CNC-machined billet steel allows Chassisworks to create A-arm mounts with specific areas of increased thickness for added strength. The fixed-axis pivot-pin design eliminates the possibility of shifting pivot shafts, has greater shear strength, and increases bending resistance. The increased rigidity of the design keeps the arm in place and the handling predictable. You can see the one-piece clevis shock mount, which has an integrated gusset resulting in a smooth look and a stronger mount that won't flex and cause a possible failure.



08 | Chassisworks' g-Machine sculpted two-piece spindles features a 2-inch-dropped ride height but are taller than commonly used OEM spindles. This provides a lower center of gravity and quicker camber curve for improved cornering traction. Made from high-strength ductile iron, cast for Chassisworks by a foundry with over 50 years of experience, yields an excellent strength-to-weight ratio. They also used finite element analysis (FEA) software to eliminate stress concentrations for even more durability under hard use. The spindle axles are machined from special high-strength alloy steel (tensile of 150,000 psi) then inserted into the machined upright, forming a shrink-fit pressed assembly.

Spray polish. Our biggest idea in chrome care yet.



**Introducing Mothers®
California Gold® All-Chrome™
Quick-Polish Cleaner & Protectant.**

A revolutionary spray polish for any hard or decorative chrome finish. Just spray, wipe and buff to a brilliant shine! Simple as that.

MOTHERS®
Polishes • Waxes • Cleaners

mothers.com • detailguide.com
facebook.com/mothersusa



Brake Upgrade Kits

SIX FABULOUS CHOICES

to suit every driving style and budget.

All **EBC** rotors are now black **GEOMET®** corrosion resistant coated...

These rotors **WILL NOT RUST**



NRS® - NUCAP Retention System® creates a mechanical bond, locking the friction to the backing plate.

Stage 1 Kit

Ultimax Daily driver pads & Geomet black OEM style rotors

Vehicle Type Price

Any Vehicle \$99

Stage 2 Kit

Greenstuff sport pads & USR slotted black Geomet Rotors

Car \$145

Stage 3 Kit

Greenstuff Trucksport pads & GD sport drilled black Geomet rotors

Truck/SUV \$175

Stage 4 Kit

Redstuff premium fast street pads & USR slotted black Geomet rotors

Car \$195

Stage 5 Kit

Yellowstuff highest friction pads & GD sport drilled black Geomet rotors

Any Vehicle \$245

Kit includes 100% British made ECO friendly quality high efficiency EBC brake pads fully tested and approved to meet or exceed all known standards plus premium Geomet corrosion resistant G3000 iron rotors of your pattern choice. Geomet is the NUMBER ONE brake rotor anti corrosion surface coating used by OEM builders (they use silver, we prefer black Geomet). Coating withstands severe salt spray tests for corrosion resistance.

Ask at Pep Boys
or your local retailer or
shop online at

EBC
BRAKES

www.ebcbrakes.com

Sub-Orbital Frame

09 | Most subframes utilize some sort of reworked OEM rack-and-pinion, but Chassisworks makes their own. This makes for better quality and allows them to dial in the front suspension geometry by ensuring the correct hub-to-hub width. The rack is mounted forward of the axle centerline (i.e., front steer) for more oil pan clearance, and the rack can rotate to help eliminate a sharp universal-joint angle and offer a bit more exhaust clearance. The rack is held to the frame by using interlocking billet mounts that won't flex under hard cornering.



10 | One option we went with was Chassisworks' bump steer kit. This replaced the outer tie-rod with an adjustable billet steel sleeve and high-strength, Teflon-lined 4130 rod end. The tapered Grade 8 stud, along with a selection of shims, will let us vertically adjust the outer pivot point at the steering arms and correct any unwanted toe-in changes during suspension travel. With this kit there should be virtually zero bump steer in 6 inches of suspension travel.



11 | Our subframe shipped with Chassisworks' new splined sway bar option. It's a 1.25-inch diameter, 33-inch long gun-drilled bar, and we were pretty impressed with the bar and the hardware, especially the zinc-plated billet steel lever arms, which incorporates multiple endlink mounting holes. Teflon race, spherical-bearing endlink assemblies create deflection-free pivot points and help the bar react quicker and be more predictable. Endlink length is also adjustable to eliminate, or add, static preload.



12 | The bar was mounted to the frame with billet aluminum bearing housings and 3/8-inch socket-head bolts. The low-friction bearings will allow the bar to pivot freely without introducing off-axis free play.





Holley

LS SWAP HEADQUARTERS

**LS SWAP SYSTEMS
ENGINEERED
FOR PERFECT
DRIVELINE ANGLES
AND FITMENT!**



1ST GEN F-BODY
1967-69 Camaro/Firebird



2ND GEN F-BODY
1970-81 Camaro/Firebird



3RD GEN X-BODY
1968-74 Nova, Ventura,
Apollo & Omega



GM G-BODY
1978-87 GM Monte Carlo,
Malibu, El Camino, Cutlass,
Grand Prix, Regal & Bonneville



CHEVROLET TRUCKS
1973-87 C10 2WD



**Plug and Play
Multi-Port EFI Systems**



**Front Clearance
GM LS Retro-fit
Engine Oil Pan**



**LS Engine Mounts
& Transmission
Crossmembers**



**LS Swap Manifolds,
Headers and
Matching Exhaust!**



**LS Engine
Accessory
Drives** *O.E. LOOKS AT A
GREAT PRICE!*

lsheadquarters.com Tech: 270-781-9741

Some products not legal for sale or use on pollution controlled vehicles

Dakota Digital

CAMARO



CHEVELLE



NOVA



MUSTANG



1.888.200.8785

www.DAKOTADIGITAL.COM/CH

Sub-Orbital Frame

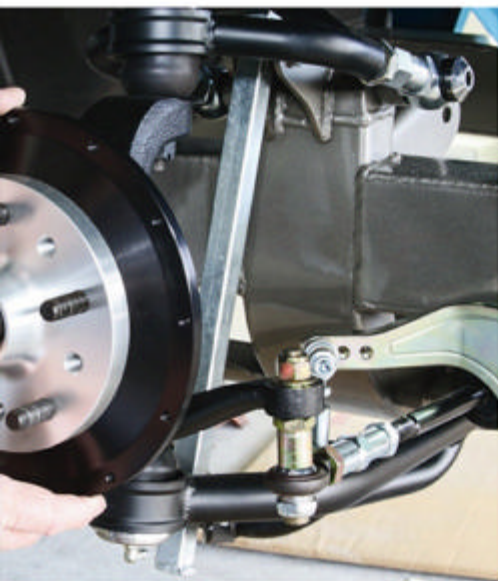
13 | The billet aluminum hat and hub assembly helps to reduce weight and allow the individual components to be replaced if they become worn or damaged. The kit also included tapered Timken wheel bearings and 1/2x3-inch wheel studs.



14 | To the Chassisworks' hats we secured the Wilwood 14-inch rotors using the supplied 12-point Grade 8 fasteners. The 1.25-inch thick rotors are directional-vented, slotted, and finished in Wilwood's black E-coat. To create more surface area and maximize cooling, 36 individual "I"-shaped passages are cast internally into the rotor. The passages are also curved to increase airflow compared to standard, straight-vented rotor designs.



15 | The Chassisworks spindles utilize a radial-mount caliper, so the first step in getting the caliper in place was bolting the billet mount to the spindle. Since our Camaro is a long way from hitting the road, we didn't bother installing the six-piston Wilwood calipers yet.



16 | When we are ready to roll the Camaro, we'll be installing these double-adjustable VariShock QuickSet-2 coilovers. They feature sophisticated shock valving with all-new, American-made components. One knob sets bump (compression) while the other sets rebound (extension). Internally, they have Deflective Disk Valving to eliminate spring fatigue, and the piston rods are made from 5/8-inch centerless-ground, hard-chrome steel. The design of the lower ring doesn't require a locknut, instead it's locked in place by two ball locks that press into the grooves on the reservoir body. Our starting point for testing will be the 2.5-inch ID, 9-inch long, 550-pound VariSprings.



17 | With the actual subframe assembled, we were able to check out some of the other features. One that really caught our attention was the super nice billet engine mounts. Most subframes we've seen use a two-part deal with an adapter plate bolted to the engine block and, typically, a small-block mount to the frame. For easier engine installation, the passenger-side mount on the frame used slightly oversized slots to account for minor chassis variances. Chassisworks' subframes also allow for the use of small- or big-block motor plates and mid plates in addition to standard side-mount brackets.



Get more mileage out of your vinyl, leather and rubber.

Mothers® VLR: Vinyl-Leather-Rubber Care safely cleans the most stubborn ground-in dirt, soil and stains. Plus, it's infused with neatsfoot oil and lanolin, to safeguard against drying, fading and cracking. It's the simple way to get the most out of your vinyl, leather and rubber.

MOTHERS®
Polishes • Waxes • Cleaners

mothers.com • detailguide.com
facebook.com/mothersusa



BEYOND DE

Detroit Speed's 803hp Camaro is Too Exquisite For Words or Pics. We Give It a Go Anyway

TEXT: **Stephen Kim** ♦ PHOTOS: **Robert McGaffin**



DESCRIPTION



COVER RIDE

■ **Licata didn't like** my first draft. He kicked it back and demanded a rewrite. Punk. Can't blame the guy, though, because a mere nine words doesn't make much of a feature story, now does it? The first draft in question simply read: "Too badass for words. Refer to pics. The end." Granted that journalists have a reputation for being lazy, but laziness had nothing to do with compiling the shortest feature story in the history of mankind. Last we checked, Shakespeare and Hemingway aren't available for hire anymore and words can't adequately describe the experience of seeing Detroit Speed's latest creation in person.



In an era when Pro Touring cars are all starting to look the same, the Camaro's satin white paint and body-colored bumpers are just as beautiful as they are ballsy. The contrasting black rollers and ever-so-slightly raked stance only intensify the visual pop. Nevertheless, pics can't adequately convey the experience, either. The more you learn about all the details and subtle touches that have been integrated into this machine, the more

badass it becomes. Suddenly, the missing 1,000 words from the first draft seem a heck of a lot more important.

Let's start with some specs, shall we? Under the custom-sculpted hood sits a supercharged Mast Motorsports LS7 packing 803 horsepower. Channeling the engine's 706 lb-ft of torque rearward to the 9-inch rearend is a Tremec TKO 600 trans mated to a Centerforce twin-disc clutch. Predictably, the chassis and suspension boast hardware heisted

straight out of the DSE warehouse, and that's a very good thing. The goodies include a DSE front subframe assembly, a QUADRALink rear suspension, subframe connectors, and a mini-tub kit to make room for the behemoth 345mm-wide rear rubber wrapped around 19-inch Rushforth wheels. To counter the serious speed generated by such serious power and grip, Baer six-piston calipers are tasked with squeezing the 14-inch rotors.





Wise guys out there are probably thinking that the DSE Camaro isn't much different from your typical cookie-cutter, bolt-on wonder. However, there's a big difference between merely bolting on six-piston calipers and hooking them up to a race-bred Bosch ABS system. Likewise, while the custom body mods may not stand out at first glance, the fabrication work they required was immense. The hood, for instance, is the product of two '69 Camaro hoods that have been welded together to extend the cowl section. It also incorporates a functional air scoop that provides additional clearance for the supercharger. Look closely, and you'll notice that the upper valance panel has been integrated into the hood as well. Popping open the one-piece lid reveals chassis stiffening bars that encompass the engine bay and tie into the main rollcage. The flattened firewall, scalloped inner fenders, functional ram-air induction system, and finned radiator shrouding is all custom as well.

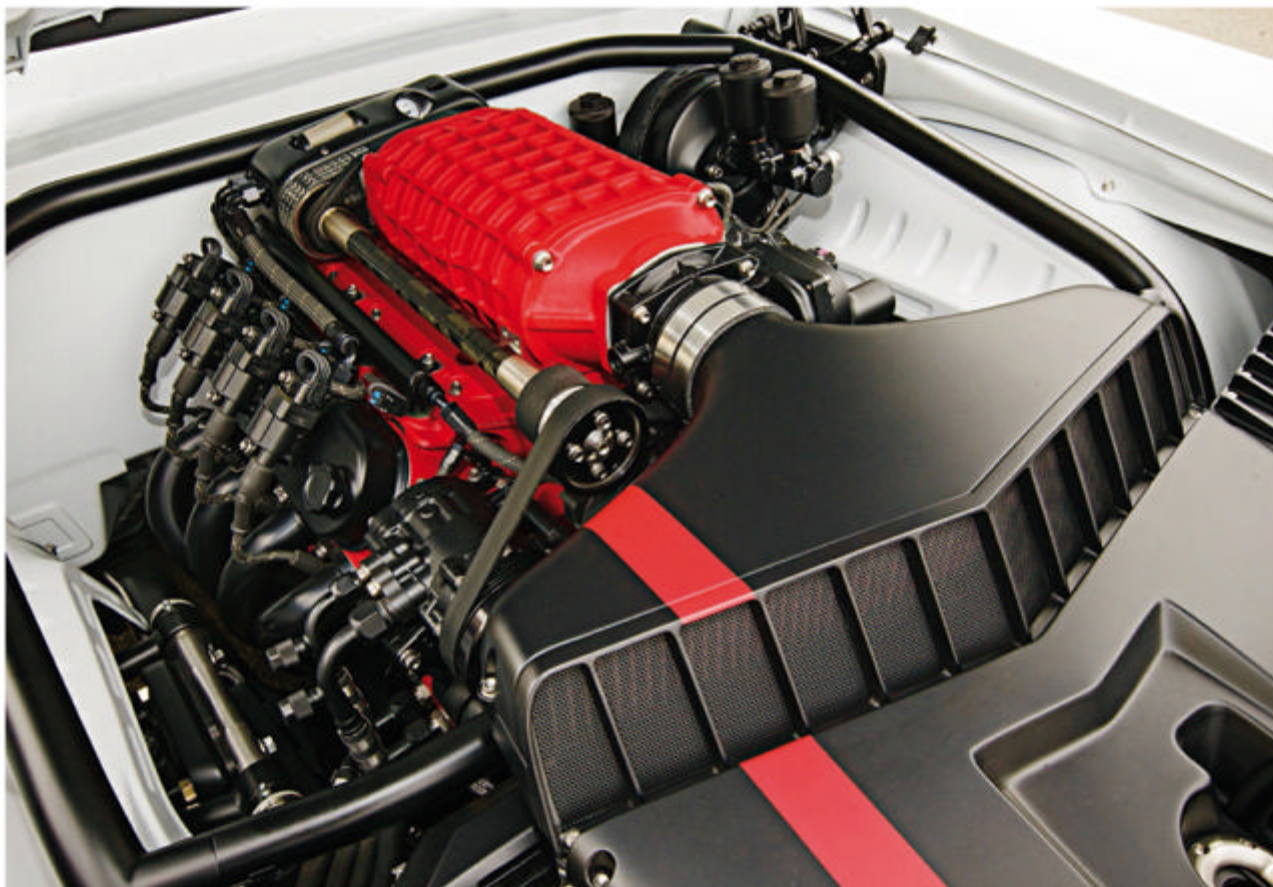
Circling the car a few times gives the impression that while the body retains the essence of a '69 Camaro, its lines are cleaner and its proportions are tidier.

To achieve this effect, DSE extended the rockers and the front corner of the fenders, thus wrapping them into the pinch flange. Furthermore, DSE shaved the driprails and narrowed and tucked the bumpers. Granted that tastefully executed cosmetic changes are always welcome, the Camaro incorporates many functional enhancements as well. Since the stock '69 Camaro's faux quarter-panel gills are just plain silly by modern standards, DSE opened them up to help divert air to the brakes. A

custom bellypan out back and a custom lower valance and front spoiler (with integrated LEDs) up front smooth out the airflow beneath the car. Moreover, just like a new Corvette, small recesses built into the front of the quarter-panels replace traditional door handles and allow actuating an electric solenoid.

Despite the Camaro's savage performance potential, its interior is downright luxurious. The dash, center console, and panels were all custom fabricated from aluminum before M&M





Hot Rod Interiors covered everything up in leather. Other highlights include Recaro seats, Schroth harnesses, RacePak instrumentation, a Billet Specialties interior, and a custom DSE rollcage and shifter. The list of interior doodads would be plenty impressive if it stopped there, but the DSE Camaro packs every creature comfort in the book: a thumpin' Sony stereo with Focal speakers, Vintage Air automatic climate control, GPS navigation, Bluetooth, fiber-optic lighting, a backup camera, and four-way power windows.

The end product is a devastatingly wicked creation that conceals its technical sophistication and craftsmanship in a deceptively subtle yet elegant wrapper. It's part muscle car, part exotic car, part race car, and 100 percent badass. So what would inspire anyone to build such a machine? "Ever since I watched the movie *Better off Dead* when I was 10 years old, I've always wanted to build a first-gen Camaro someday. The lines on a 1969 Camaro are absolutely beautiful, and like nothing on the road today," says car owner Angelo Vespi. "Over the years, I've owned a 2010 Camaro, a 2009 Challenger, some late-model



Corvettes, and a 2014 Shelby GT500. I had to wait a long time to build my first muscle car, and Kyle and Stacy Tucker and the entire crew at Detroit Speed did a phenomenal job. This car rides and handles so much better than my GT500. There is no comparison."

If building such an extreme muscle car the first time around seems peculiar,

it's because that wasn't the original plan. "I just wanted a nice Pro Touring car with DSE suspension that I could autocross and drive every day," Angelo recalls. "As the project progressed and as I saw the caliber of work that DSE performed firsthand, the project snowballed into something much more extreme. We bounced lots of ideas off of each other, but I figured that since no one told Michelangelo how to paint, I'd just let the guys at DSE do their thing. This car isn't anything like I originally planned. It's so much better."

Evidently, we're not the only ones who think very highly of DSE's latest Pro Touring beast. It beat out 125 other hot rods to win the 2014 SEMA Battle of the Builders award last November. The competition's unique scoring system first enlisted select media experts to narrow the field down to 10 finalists, and then had the finalists cast their vote for the winner. In other words, some of the top hot rod builders in the country declared the DSE Camaro to be the best of show.

Like we said about 1,000 words prior, the DSE Camaro is still too badass for words. **CHP**



**FREE
CATALOG**



GROUND UP™

The Ultimate Source For Ground Up™ Detailing and Restoration Parts Since 1990

Chevelle • Camaro • Nova • El Camino • 78-88 A/G Body

SEE OUR WEEKLY SPECIALS AT

SS396.COM™

866-358-2277

UNLEASH YOUR LS

Pro Elite™ LS7 Cylinder Heads are engineered to maximize performance.

Unlock the potential lurking within your LS7 with CNC-ported Pro Elite™ heads from RHS®. The aftermarket's first raised intake runner design creates a better line of sight to the cylinders. This combines with a 12-degree valve angle for increased flow capability and redesigned water jackets for improved cooling.

The standard LS 6-bolt head design offers increased clamping ability and fits both stock and aftermarket LS7 intake manifolds, the RHS® LS Race Block, OEM LS blocks and GM LSX blocks. 100% CNC-machined runners provide optimal volume, atomization and velocity.

RETRO-FIT VERSIONS ALSO AVAILABLE
FOR 3.900" STOCK BORE 5.7-6.0L ENGINES



APPLICATION	BARE HEAD PART #	RUNNER SIZE	CHAMBER SIZE	VALVE SIZE IN.	EX.	SPARK PLUGS
Stock or modified GM LS 5.7-6.0L blocks, even fits 3.900" bore	54503	266cc	66cc	2.100" (8mm)	1.575" (8mm)	Angle
Hardcore street/race engines with moderately large cubic inches	54501	291cc	69cc	2.200" (8mm)	1.615" (8mm)	Angle
Larger cubic inch, boosted race & 454-502c.i. street engines	54504	307cc	69cc	2.250" (5/16")	1.615" (8mm)	Angle
P-Port version of #54503 (unfinished runners, no valve job)	54502	-	-	-	-	Angle
P-Port version of #54501 (unfinished runners, no valve job)	54500	-	-	-	-	Angle

*Available fully assembled w/ COMP Cams® valve train parts and choice of titanium, tool steel or steel valve spring retainers.

JOIN US **RACINGHEADSERVICE.COM • 1.877.776.4323**



9613K

ARP
800.826.3045
arp-bolts.com

Innovators West Inc.
785.825.6166
innovatorswest.com

Livernois Motorsports
313.561.5500
livernoismotorsports.com

Manley
732.905.3366
manleyperformance.com

Melling
517.757.8172
melling.com

BUILT FOR BOOST

A Livernois Motorsports' 419-inch LS3 Stroker Long-block is the Foundation for 700+hp Aspirations

✦ TEXT & PHOTOS **Barry Kluczyk**

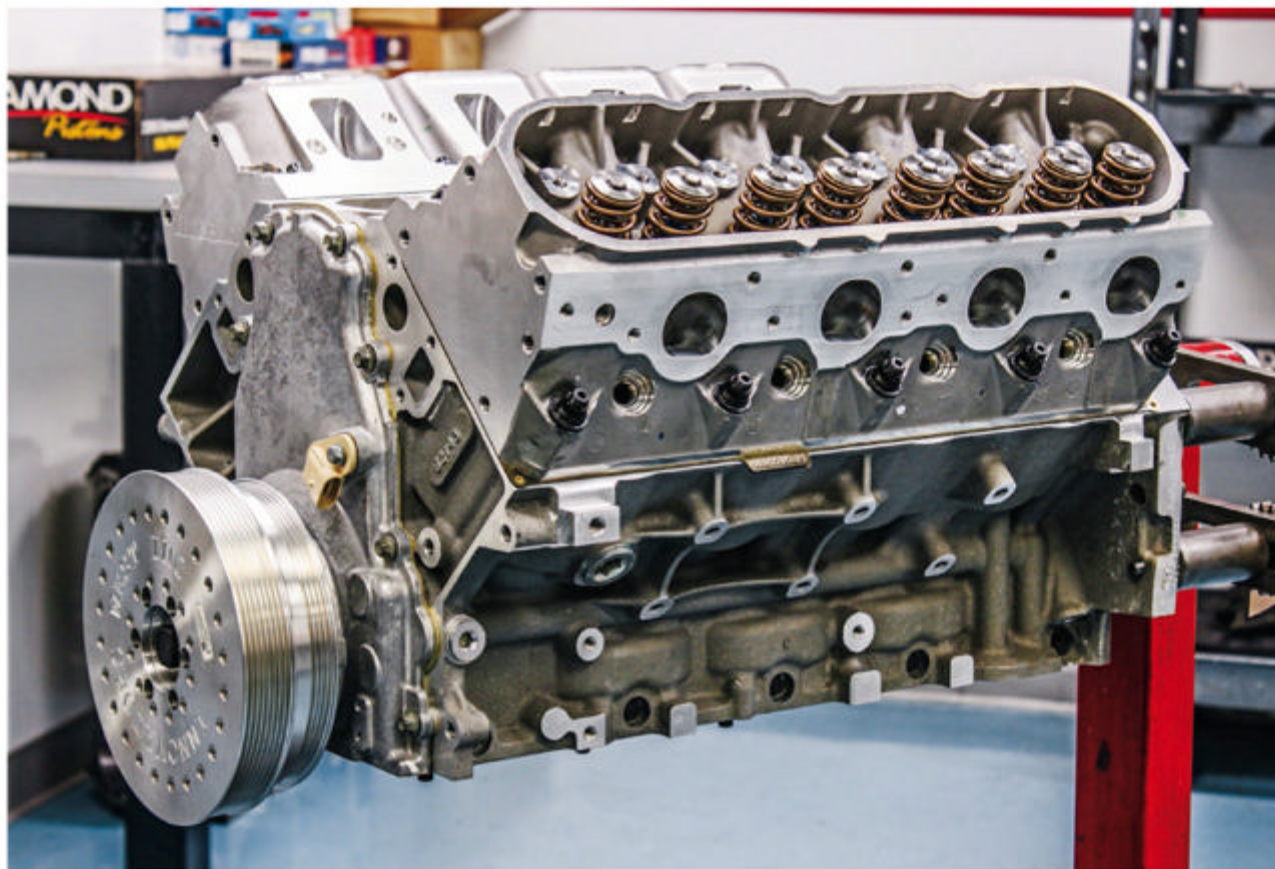
When it comes to bolting a blower on your Chevy's LS engine, it will hold up just fine with the low-boost configuration and tune that comes with most basic kits. The comparatively high compression ratio and the non-forged internals on the majority of factory LS engines generally means boost must stay down in the 5-8 psi range to keep everything safe and detonation-free.

While the extra 100-125 horsepower that a bolt-on supercharger delivers is plenty of additional kick for many owners, there's always the enthusiast who wants more. Lots more—and that means the engine's foundation requires fortification to contain its guts when the boost level heads for double digits.

Detroit-area Livernois Motorsports (livernoismotorsports.com) has been in the business of building such foundations for more than 15 years now, and when it comes to forced-induction LS engines, they've got a lot of boost under their belt. That made Livernois the perfect source for a purposeful long-block assembly that would suit the needs of a street/strip supercharged engine that would see more than 10 psi of boost—and more than 700 horsepower.

More specifically, the engine would see more street duty than anything else. In fact, compromise-free street manners were second only to the desire for a big payday on the dyno. And yes, we have to admit cost would be a factor. There was budget for good parts, but as we said, this would be primarily a street engine, so there was no need for a Pro Mod-level of unobtainium in the rotating assembly.

With those loose parameters, Livernois Motorsports' Andy Ricketts suggested one of their 419-cubic inch, LS3-based boost-ready Pro Series



SAVE
BY MAIL

NEW PRODUCT
Car!



(971) 222-2791

WWW.JOHNNYLAWMOTORS.COM

PORTLAND | SYDNEY

Save Big on daily deals

BILLET DIPSTICKS



\$35.00
regularly \$90.95
save 62%

www.JohnnyLawMotors.com/deals

Join the Johnny Law Car Club
for amazing Daily Deals like this!

Top Rated!

WIRE HARNESS KITS



from
\$125.00
kit
car club price

CHEVY FOUR LINK IKITS



from
\$999.99
kit
car club price

NOVA IFS KITS



from
\$1,499.00
kit
car club price

BRAKE BOOSTERS



from
\$299.99
each
car club price

SHIFTER KITS



from
\$169.95
kit
car club price

GAUGES



AURORA
INSTRUMENTS

from
\$40.00
each
car club price

AIR CLEANERS



from
\$69.95
each
car club price

FIREWALL PORTS



from
\$40.00
each
car club price

NOVA SPINDLES



from
\$158.99
pair
car club price

JOHNNY LAW CAR CLUB

GROUP
REWARDS

DAILY
DEALS

FREE
SHIPPING

JOIN FREE TODAY!

Free Catalog



CALL
(971) 222-2791

*Free shipping for Gold Car Club members on qualifying item to select locations.
Prices and terms subject to change. All orders subject to a 25% restocking fee.

Built for Boost



01 The LS3 core engine was stripped down before the block goes through several machining operations to prepare it for the stroker rotating assembly, including align-honing of the main bearings and main caps. It's a common procedure that improves the strength, durability, and high-rpm performance of the engine by ensuring the crankshaft bores are as straight as possible and within the proper specs for diameter and shape. It also allows Livernois to precisely set the main bearing clearance—a critical component for a long and happy engine life.

short-blocks and matching it with a set of CNC-ported LSA cylinder heads. Achieving the 419-inch (6.8L) displacement comes from replacing the original 3.62-inch crankshaft with a 4.00-inch-stroke crank and honing out the stock cylinder liners ever so slightly.

“Of course, the stroker short-block has all forged internals, which gives you the strength you’re looking for, but our CNC-ported LSA heads optimize the setup with exceptional airflow characteristics that really make the most of what a supercharger can cram into the engine, while providing a superior casting to an LS3 head,” says Ricketts. “If you’re looking for 700-800 horses or more with higher boost levels, this a great way to go.”

And what about the bottom line? Value is always subjective, but the cost for our boost-ready 419 stroker clocked in around \$11,750. Keep in mind that’s for a long-block assembly, not a complete engine. There’s still the matter of rifling through the sofa cushions and checking the coffee room snack machine for spare change to pay for the supercharger. So, no it’s not exactly chump change, but the cost-to-benefit analysis suggests it’s a strong value for the peace of mind and assurance that it will stand up to the cylinder pressures incurred with 10-plus psi of boost. For extra assurance, Livernois’ Pro Series line of engines are rated to withstand up to 1,100 horsepower.

We hope to put that assurance to the test soon. In the meantime, check out the accompanying photos to see what went into our blower-capable, stroked LS3. **CHP**

02 Achieving the 419-cubic-inch displacement couldn’t be done by stroke alone, which would take the engine to 415 cubic inches. The extra four cubes comes from a pretty standard honing of the iron cylinder liners—a job that ensures proper clearance for each piston as well as a great surface for ring seating.



03 The factory main bearing caps would be reused, but rather than installing them with the standard main bolts, ARP main studs were installed. The studs enable more accurate torque values because, unlike bolts, they don’t twist during tightening. Because they remain stationary during tightening, the studs stretch in one axis alone, providing more even, accurate clamping forces.



04 Manley forged H-beam rods and Livernois proprietary ceramic thermal-coated pistons are at the heart of the rotating assembly. The coating reflects heat and reduces heat soak on the pistons. The compression ratio for this forced-induction combination comes down nearly half a point, from 10.7:1 to about 10.3:1. That will work toward keeping detonation at bay under high boost while keeping the engine responsive under boost-free operation, such as cruising and light throttle.



05 The piston rings are optimized for a supercharged engine, too, with a stainless steel top ring that’s strong and helps seat quickly in the cylinders. The second ring is a cast iron torsional taper face and the oil ring is a three-piece flex vent design.

06 A Livernois-specific 4340 non-twist forged crankshaft provides strength at a moderate price. It’s heat-treated, stress-relieved, shot-peened, and nitrided for durability under boost. It’s also Magnafluxed from the factory to ensure its strength.



TRUE AMERICAN BILLET™

FOR YOUR CLASSIC CHEVY

**EXCEPTIONAL QUALITY
AT AFFORDABLE PRICES**



**CALL OR VISIT OUR
WEBSITE TO REQUEST
A FREE CATALOG**

Ⓢ MORE THAN 2,500 PARTS!

V Drive V-belt and S-Drive Serpentine Pulley Kits

One part number gives you everything you need to accessorize your engine with American made billet aluminum and new, name brand components. Available for Small Block, Big Block and LS Chevys.



Billet Aluminum and Stainless Steel Hood Latches

Available for Camaros, Novas
and Chevelles



Billet Hood Hinges

Available for: Tri-Fives,
Impalas, Camaros, Chevelles,
Novas and Chevy Trucks



Billet Taillights and Bezels

Available for: '67-'69 Camaros



Billet Trunk Hinges

Available for: Tri-Fives,
Camaros, Chevelles, Impalas
and Novas



TRUE AMERICAN BILLET

Call: 1-888-813-1293 **Click:** EddieMotorsports.com

Visit: 11479 Sixth St., Rancho Cucamonga, CA 91730

f facebook.com/eddiemotorsports



Chevelle

1964-72

FAST
TRACK

Chevy

1955-57

REVO_{RS}

Camaro

1967-69

THE FOUNDATION
OF PERFORMANCE

RS
ROADSTER SHOP

www.roadstershop.com
847-949-7637

Built for Boost



07 ARP connecting rod bolts provide great strength for the intense cylinder pressure and heat generated under boost. They're made of upgraded ARP2000 chromoly steel and are heat-treated before the threads are rolled into them. By some measures, they're up to five times stronger than stock fasteners.



08 Livorno Motorsports notches the bottom corner of each cylinder to provide adequate clearance for the bulkier rods on the longer-swinging stroker crankshaft.



09 Livorno uses a Melling Select High Volume oil pump for the build to ensure proper oiling under all conditions, especially under boost at high rpm.



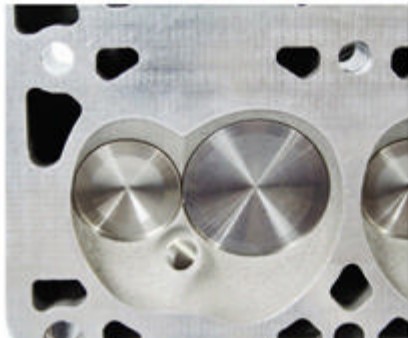
10 Livorno's custom-grind 2C-HL (high-lift) camshaft got the nod for valve actuation. The specs include 0.646/0.646-inch lift, 224/236-degree duration, and a comparatively wide 117-degree lobe separation angle (LSA), which is ideal for a supercharged combination that doesn't need the scavenging that comes with the valve overlap of a tighter LSA (see sidebar).



11 The heads are also Livernois' in-house creation. They are Stage 3 CNC-ported versions of the GM LSA head. Importantly, Livernois starts with a set of brand-new heads, so there's no concern about "seasoned" parts, and there's no core charge.



12 The heads are five-axis CNC machined to enhance airflow. The L92-type intake ports are carved out to enable a 360-cfm flow rating, which allows the engine to process as much airflow as a supercharger can cram into it.



13 Large, 2.16-inch stainless intake valves and 1.59-inch exhaust valves usher the air charge in and out of the heads. The combustion chambers are left at their original 68cc volume.



14 While many LS combinations these days run lighter beehive-style valvesprings, Livernois uses super-strong USA-made dual-coil springs that are good to about 0.690-inch lift. Valvetrain mass is kept to a minimum with chromoly locks and titanium retainers.

Legendary
AUTO INTERIORS LTD.
THE STANDARD HAS BEEN SET FOR INTERIOR SOFT TRIM

1964-72 CHEVELLE/EL CAMINO
1967-81 CAMARO
1970-72 MONTE CARLO

LIFETIME WARRANTY
MADE IN U.S.A.

PHONE: 800-363-8804
FAX: 800-732-8874
WWW.LEGENDARYAUTOINTERIORS.COM

**DON'T JUST SHOW UP
BRING IT.**

REGISTER YOUR RIDE @ DRIVEDOPTIMA.COM

Presented by **Advance Auto Parts**

FILED & AIRED BY
MAVTV
American Idol

Delton
SPEED, INC.
OFFICIAL SUSPENSION PARTNER

THE SEARCH IS ON FOR THE 2015 OPTIMA® BATTERIES ULTIMATE STREET CAR.
Think your ride's got what it takes to take home the title? Then snag a chance to drive on some of the world's most iconic tracks. The slots will fill up fast, so get in gear and register now. Spectators are welcome, too, so no matter what you drive, this is an event series you won't want to miss.

EVENTS	Michigan Int'l Speedway Brooklyn, MI • June 20-21	Road America Elkhart Lake, WI • August 28-30
Texas Motor Speedway Fort Worth, TX • March 28-29	Charlotte Motor Speedway Concord, NC • July 25-26	Auto Club Speedway Fontana, CA • October 10-11
NCM Raceway Bowling Green, KY • June 6-7	Pikes Peak Int'l Raceway Fountain, CO • August 8-9	Optima Ultimate Street Car Invitational Las Vegas, NV • November 8-9

OPTIMA BATTERIES
AMERICAN RACING
LIVESTRONG
LINCOLN
K&N
WIX
FALKEN
SPECTRA

The OPTIMA logo is a trademark of Johnson Controls, Inc. ©2015. All other trademarks are the property of their respective owners.

Atomic

AIRFORCE

LS & LT1 INTAKE MANIFOLDS

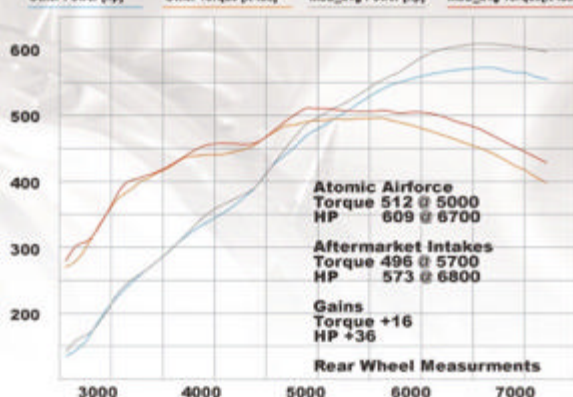


**Gains of 36 HP
and 16 LBS-FT**
over other aftermarket intakes!

LINGENFELTER
PERFORMANCE ENGINEERING

CHASSIS DYNAMOMETER TEST: LPE L28 CAMARO
MSD VS AFTERMARKET INTAKE MANIFOLD
609 HP & 512 LBS-FT VS 573 HP & 496 LBS-FT

Other Power [hp] Other Torque [R-lbs] MSD_avg Power [hp] MSD_avg Torque [R-lbs]



FLOWING THE DOORS OFF THE COMPETITION

- Lingenfelter pulled a 36-HP GAIN AT THE REAR WHEELS over the competition as tested on an LPE L28 Camaro
- Optimized runner design created from advanced Computational Fluid Dynamic modeling
- Large 103mm throttle bore accepts OEM and performance throttle bodies
- Lightweight and resists underhood temperatures
- Uniform air distribution to each cylinder
- Two piece design allows for advanced porting
- Still need more power? The AirForce has molded bosses for nitrous injectors

Patent Pending.

Go to **AtomicAirforce.com**
for dyno results and more

MSD

GET SOME!

TECH LINE: 915-855-7123

Built for Boost

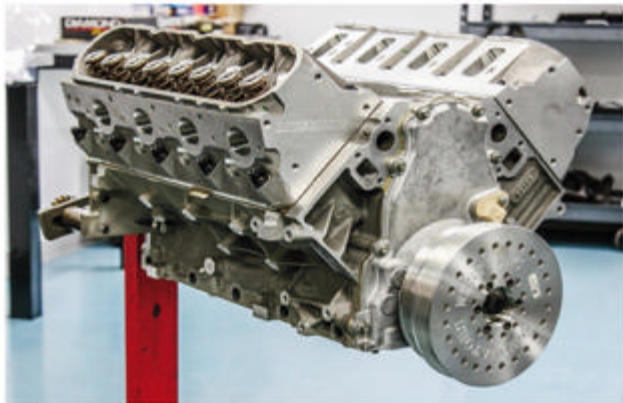
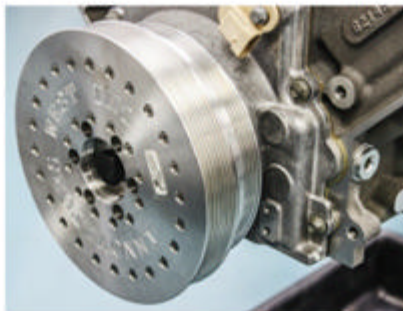
15 Maximum cylinder sealing is a must with a high-boost supercharged engine, and to that end OEM LS9 multi-layer steel head gaskets are used. These gaskets provide two additional layers compared to their LS3 counterparts, ensuring the best possible seal available for a high-boost application.



16 As with the main bolts, the standard head bolts are swapped in favor of ARP head studs for more accurate torque specs.



17 A custom, 10-percent oversized damper from Innovators West incorporates an eight-rib pulley for the blower belt. A steel hub resides inside of the lightweight aluminum case, along with a free-floating wet friction clutch pack that uses spring-loaded inertia rings to dampen crankshaft harmonics.



18 Here's the assembled long-block, ready and waiting for the force-feeding of a supercharger. It's a comparatively straightforward combination that should deliver exceptional strength under the mid-level boost planned for it. The bottom line for that strength was \$11,750.



19 A similar combination for a Livernois Motorsports customer matched the 419 stroker and ported LSA heads with one of Magnuson's Heartbeat superchargers. With methanol injection and a stout fuel system, the setup delivered 733 rwhp and 663 rwtq. That bodes well for our project engine.

WHAT MAKES A GOOD BLOWER CAMSHAFT?

▶ The right camshaft is crucial for optimizing the performance gains delivered by a supercharger. And while different engines of different displacements and rpm ranges will deliver unique performance characteristics, there are a few guidelines and tips to keep in mind when spec'ing a bumpstick for your blower engine.

Generally speaking, you need more duration in a naturally aspirated application than a supercharged engine operating at the same rpm.

However, the blower camshaft should deliver more exhaust duration than the stock camshaft's intake/exhaust ratio to help evacuate the greater exhaust gas content of the boost air charge.

A blower camshaft does not need overlap to provide a signal from the exhaust to the intake, so it typically has less overlap.

Because charge is lost through the exhaust when both valves are open (overlap)—and scavenging isn't required—optimized blower cams typically have a wider lobe separation angle. The side benefit is a smoother-running, easier-driving engine on the street.

With centrifugal superchargers, a smaller intake profile helps maximize low-speed torque, but it is matched with a larger exhaust profile to reduce exhaust pumping loss at higher rpm.

With positive-displacement superchargers such as Roots- or Lysholm-style, low-speed torque is generally not a problem, so a "larger" camshaft can be used because it doesn't have to "cheat" the

exhaust side as much.

In other words, with centrifugal blowers, you can make torque with the camshaft and power with the blower; and with the positive-displacement blowers, the blower delivers the torque, so make sure to give it enough camshaft to run at higher engine speeds.

Here's the other tip to keep in mind: Let a professional help choose your blower cam. The tech hotlines at all the major camshaft companies dole out such advice like coffee at Dunkin' Donuts. That's what they're there for, so there's no reason to guess. And don't be shy about asking about the grind specs you spotted on a parts retailer's website.



How Does Harbor Freight Sell GREAT QUALITY Tools at the LOWEST Prices?

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple! Come visit one of our 550 Stores Nationwide.

PITTSBURGH AUTOMOTIVE UNDISPUTED KING OF THE GARAGE

ALUMINUM RACING JACKS • Lightweight aircraft aluminum • Pit crew quality design

SUPER COUPON!

- Weights 27 lbs.
- Lifts from 3-3/8" to 14-3/4"

Customer Rating **★★★★★**

LOT 68053 shown
69252/60569
62160/62496/62516

**RAPID PUMP®
1.5 TON
ALUMINUM
RACING JACK**

SAVE \$60 **\$59.99** ~~\$89.99~~ REG. PRICE \$119.99

13316336

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

- Weights 52.6 lbs.
- Lifts from 3-3/8" to 18-1/2"

NEW

LOT 62531/62589
62309 shown

**RAPID PUMP®
2.5 TON
ALUMINUM
RACING JACK**

SAVE \$50 **\$149.99** REG. PRICE \$199.99

13334166

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

- Weights 56 lbs.
- Lifts from 3-3/4" to 19-1/4"

Customer Rating **★★★★★**

LOT 61386
62248/62530
68052 shown

**RAPID PUMP®
3 TON
ALUMINUM
RACING JACK**

SAVE \$80 **\$169.99** REG. PRICE \$249.99

13349768

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

20% OFF

LIMIT 1 - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. *Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item #171262366/67138), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

HEAVY DUTY STEEL JACKS • Precision welded construction • For professional mechanics

SUPER COUPON!

- Weights 74 lbs.
- Lifts from 5" to 18-1/4"

Customer Rating **★★★★★**

LOT 69227/62116
62590/62584
68048 shown

**RAPID PUMP®
3 TON
HEAVY DUTY
STEEL
FLOOR JACK**

SAVE \$85 **\$74.99** REG. PRICE \$159.99

13354093

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

- Weights 77 lbs.
- Lifts from 2-3/4" to 20"

Customer Rating **★★★★★**

LOT 68049
62326/61282
61253 shown

**RAPID PUMP®
3 TON
LOW PROFILE
HEAVY DUTY
STEEL
FLOOR JACK**

SAVE \$90 **\$79.99** REG. PRICE \$169.99

13311292

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

- Weights 102 lbs.
- Lifts from 2-5/8" to 23-3/4"

Customer Rating **★★★★★**

LOT 60678/62310
68050 shown

**RAPID PUMP®
2 TON
LOW PROFILE
LONG REACH
STEEL
FLOOR JACK**

SAVE \$100 **\$129.99** REG. PRICE \$229.99

13322418

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

FREE

WITH ANY PURCHASE

3-1/2" SUPER BRIGHT NINE LED ALUMINUM FLASHLIGHT

LOT 69111
62522/62573
69052 shown



\$6.99
VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one FREE GIFT coupon per customer per day.

SUPER COUPON!

2 PIECE VEHICLE WHEEL DOLLIES

- 1500 lb. Capacity

SAVE 37%

LOT 60343
67338 shown

\$49.99 REG. PRICE \$79.99

13336492

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

WOW SUPER COUPON!

PITTSBURGH AUTOMOTIVE

3 TON HEAVY DUTY STEEL JACK STANDS

LOT 69597/61196
62392/38846 shown

SAVE 57%

\$19.23 ~~\$28.99~~ REG. PRICE \$34.99

13341688

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

PITTSBURGH AUTOMOTIVE

1000 LB. CAPACITY MOTORCYCLE LIFT

LOT 69904
68892 shown

SAVE \$400 **\$299.99** REG. PRICE \$699.99

13312886

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

FOR CHEVY

HIGH PERFORMANCE

US★GENERAL^{PRO}

SUPER HIGH GLOSS FINISH

"We Are Impressed With the Quality...The Price is Incredible!"
— *Car Craft Magazine*



550 Stores Nationwide

INDUSTRIAL QUALITY EQUAL TO CABINETS THAT SELL FOR UP TO \$6000
QUALITY EQUAL TO SNAP-ON

YOU WON'T FIND A BIGGER, BETTER CABINET FOR THIS PRICE



INDUSTRIAL STRENGTH

- Rolled edges on drawers for superior rigidity
- Strong and smooth ball-bearing slides

- Gas struts on lids for easy opening and closing

- Heavy-duty casters for mobility when fully loaded

SUPER COUPON!

US★GENERAL^{PRO} A 44", 13 DRAWER ROLLER CABINET

Customer Rating: ★★★★★

• 2633 lb. capacity
• Weighs 245 lbs.
• 14,200 cu. in. of storage

SAVE \$340

LOT 69387/62270/62591 68784 shown

\$359⁹⁹

REG. PRICE \$699.99

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

US★GENERAL^{PRO} B 56", 11 DRAWER INDUSTRIAL CABINET

Customer Rating: ★★★★★

• 3458 lb. capacity
• Weighs 441 lbs.

SAVE \$500

LOT 69395/62499 67681 shown

\$699⁹⁹

REG. PRICE \$1199.99

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

US★GENERAL^{PRO} C 30", 5 DRAWER TOOL CART

Customer Rating: ★★★★★

• 704 lb. Capacity

SAVE \$185

LOT 69397/61427 95272 shown

\$164⁹⁹

REG. PRICE \$349.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

US★GENERAL^{PRO} D 44", 8 DRAWER TOP TOOL CHEST

Customer Rating: ★★★★★

• 559 lb. capacity

SAVE \$220

LOT 69398/62500 68787 shown

\$279⁹⁹

REG. PRICE \$499.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

US★GENERAL^{PRO} E 18" SIDE CABINET

Customer Rating: ★★★★★

Modular unit also works with 56" and 72" cabinets.

SAVE \$120

LOT 68991

\$179⁹⁹

REG. PRICE \$299.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

US★GENERAL^{PRO} F 18", 7 DRAWER END CABINET

Customer Rating: ★★★★★

Modular unit also works with 56" and 72" cabinets.

SAVE \$120

LOT 69399/62580/68785 shown

\$179⁹⁹

REG. PRICE \$299.99

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

US★GENERAL^{PRO} G 56", 8 DRAWER TOP CHEST

Customer Rating: ★★★★★

• 1628 lb. capacity
• Weighs 231 lbs.

SAVE \$400

LOT 61370

\$399⁹⁹

REG. PRICE \$799.99

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

PITTSBURGH^{PRO} AWARD WINNING QUALITY

STRENGTH AND DURABILITY TESTED TO EXCEED PROFESSIONAL REQUIREMENTS

- Fully polished chrome finish is durable and easy to clean
- Sealed head keeps out dirt, dust and grime for smooth ratcheting action
- Low-Profile rounded head provides access in tight spots

PITTSBURGH^{PRO} 3/8" DRIVE PROFESSIONAL FLEX-HEAD RATCHET

Customer Rating: ★★★★★

NEW

SAVE 57%

\$16⁹⁹

REG. PRICE \$39.99

ERGONOMIC TPR GRIP FOR A SECURE AND COMFORTABLE HAND POSITION

LOT 62321

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

WOW SUPER COUPON!

US★GENERAL^{PRO} 26" 16 DRAWER ROLLER CABINET

• 1060 lb. Capacity
• 14,600 cu. in. of storage

SAVE OVER \$332

LOT 61609/67831 shown

\$317⁸³

REG. PRICE \$649.99

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

HARDY^{PRO} POWDER-FREE NITRILE GLOVES PACK OF 100

• 5 mil. thickness

SAVE 45%

\$6⁴⁹

REG. PRICE \$11.99

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

- 100% Satisfaction Guaranteed
- No Hassle Return Policy
- Over 25 Million Satisfied Customers
- Lifetime Warranty On All Hand Tools

- 550 Stores Nationwide
- HarborFreight.com 800-423-2567

SUPER COUPON!

4" MAGNETIC PARTS HOLDER

PITTSBURGH

LOT 62535
90566 shown

SAVE 66%

\$199

REG. PRICE \$5.99

13443352

SUPER COUPON!

TORQUE WRENCHES

PITTSBURGH

1/4" DRIVE
LOT 2696/61277

3/8" DRIVE
LOT 807/61276

1/2" DRIVE
LOT 62431
239 shown

SAVE 66%

YOUR CHOICE!

\$999

REG. PRICE \$29.99

13432286

SUPER COUPON!

2 TON FOLDABLE SHOP CRANE

PITTSBURGH

LOT 60388
69514 shown

SAVE \$120

\$17999

REG. PRICE \$299.99

13458546

• Includes Ram, Hook and Chain

SUPER COUPON!

5 PIECE AUTO TRIM AND MOLDING TOOL SET

PITTSBURGH

LOT 95432/67021 shown

SAVE 53%

\$599

REG. PRICE \$12.99

13456257

SUPER COUPON!

LOW-PROFILE CREEPER

PITTSBURGH

Tools sold separately.

• 300 lb. Capacity

LOT 2745 shown
69262/69094/61916

SAVE 60%

\$1999

REG. PRICE \$49.99

13436707

CENTRAL PNEUMATIC

SUPER COUPON!

"The Perfect Compressor with Powerful, Quiet and Consistent Airflow... Plus We Love the Low Price"

— Street Trucks Magazine

• Air delivery:
4.7 CFM @ 90 PSI
5.8 CFM @ 40 PSI

• Long life oil-lubricated motor

• Reduced vibration stabilizers

2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR

Customer Rating

★★★★★

Heavy duty 2.5 HP motor

Single capacitor motor with thermal overload protection

SAVE \$70

LOT 61454/61693
67847 shown

\$14999

REG. PRICE \$219.99

13450082

SUPER COUPON!

2 HP, 29 GALLON 150 PSI CAST IRON VERTICAL AIR COMPRESSOR

Customer Rating

★★★★★

• Air delivery:
5.9 CFM @ 90 PSI
7.3 CFM @ 40 PSI

SAVE \$50

LOT 69865/61489
68127 shown

\$34999

REG. PRICE \$399.99

13435967

WOW SUPER COUPON!

120 LED RECHARGEABLE UNDER HOOD WORK LIGHT

NEW

SAVE 63%

\$2999

REG. PRICE \$79.99

LOT 60793

13444117

SUPER COUPON!

• Air delivery:
4.5 CFM @ 90 PSI
5.5 CFM @ 40 PSI

2 HP, 8 GALLON 125 PSI PORTABLE AIR COMPRESSOR

Customer Rating

★★★★★

SAVE \$40

LOT 67501 shown
68740/69667

\$9999

REG. PRICE \$139.99

13450231

SUPER COUPON!

• Air delivery:
5.3 CFM @ 90 PSI
6.2 CFM @ 40 PSI

2.5 HP, 10 GALLON 125 PSI OIL LUBE AIR COMPRESSOR

Customer Rating

★★★★★

SAVE \$50

LOT 67708 shown
61490/62441/69092

\$12999

REG. PRICE \$179.99

13432902

WOW SUPER COUPON!

1.5 HP, 6 GALLON 150 PSI OILLESS PROFESSIONAL AIR COMPRESSOR

• Air delivery:
2.5 CFM @ 90 PSI
3.4 CFM @ 40 PSI

Customer Rating

★★★★★

SAVE OVER \$42

LOT 62511/62380
67696 shown

\$9719

REG. PRICE \$139.99

13460974

SUPER COUPON!

6" DIGITAL CALIPER

PITTSBURGH

LOT 61585/62387
47257 shown

Includes two 1.5V SR44 button cell batteries.

SAVE 66%

\$999

REG. PRICE \$29.99

13438209

1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)

drillmaster

LOT 62340/62546
96289 shown

SAVE 70%

\$899

REG. PRICE \$29.99

13444862

LIMIT 1 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

LIMIT 2 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

LOWEST PRICES EVERYDAY



**550 Stores
Nationwide**

SUPER COUPON!

**RETRACTABLE
AIR HOSE REEL WITH
3/8" x 50 FT. HOSE**
LOT 69265/62344
93897 shown

SAVE \$90

\$59.99 REG. PRICE \$149.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

Customer Rating
★★★★★

**1/2" INDUSTRIAL QUALITY
SUPER HIGH TORQUE
IMPACT WRENCH**
CENTRAL PNEUMATIC
• 700 ft. lbs. Max. Torque

LOT 62627
68424 shown

SAVE \$55

\$74.99 REG. PRICE \$129.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**MICROFIBER
CLEANING CLOTHS
PACK OF 4**
LOT 68440
69678 shown

SAVE 50%

\$1.99 REG. PRICE \$3.99

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**20 OZ.
GRAVITY FEED
SPRAY GUN**
LOT 47016 shown
67181/62300

SAVE 66%

\$9.99 REG. PRICE \$29.99

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**AIR ANGLE
DIE GRINDER**
LOT 69945/62439
32046 shown

SAVE 50%

\$9.99 REG. PRICE \$19.99

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**3/8" AIR RATCHET
WRENCH**
CENTRAL PNEUMATIC
LOT 47214 shown
47706/60631

SAVE 50%

\$13.99 REG. PRICE \$27.99

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**3 PIECE TITANIUM
NITRIDE COATED
HIGH SPEED STEEL
STEP DRILLS**
• Drill 28
Hole Sizes
LOT 69087/60379/91616 shown

SAVE 60%

\$7.99 REG. PRICE \$19.99

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**6" SELF-VACUUMING
AIR PALM SANDER**
LOT 60628/98895 shown

SAVE 66%

\$19.99 REG. PRICE \$59.99

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

WOW SUPER COUPON!

**13 PIECE 1/2" DRIVE DEEP WALL
IMPACT SOCKET SETS**
PITTSBURGH SAE METRIC
LOT 67903 67904/69279
69280/69333 69332/69561
69560 shown

SAVE 61%

\$19.41 REG. PRICE \$24.99

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**3" HIGH SPEED AIR
CUT-OFF TOOL**
LOT 47077 shown
60243/60374/67425/69473

SAVE 65%

\$6.99 REG. PRICE \$19.99

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**DUAL CHUCK
TIRE INFLATOR**
CENTRAL PNEUMATIC
LOT 61380
68272 shown

SAVE 63%

\$3.99 REG. PRICE \$10.99

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**18 VOLT
1/2" CORDLESS
IMPACT WRENCH**
CHICAGO ELECTRIC
POWER TOOLS
• 330 ft. lbs.
max. torque
LOT 67845
60380 shown
Battery and
charger
included.

SAVE \$40

\$99.99 REG. PRICE \$139.99

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**1/2" DRIVE
25" BREAKER BAR**
PITTSBURGH PRO
LOT 60819
67933 shown

SAVE 41%

\$9.99 REG. PRICE \$16.99

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

MOVER'S DOLLY
HaulMaster
• 1000 lb.
Capacity
LOT 60497/93888 shown
61899/62399

SAVE 40%

\$8.99 REG. PRICE \$14.99

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**170 AMP
MIG/FLUX
WIRE WELDER**
WE CARRY A
FULL LINE OF
WELDING WIRE AND
ACCESSORIES
LOT 61888
68885 shown

SAVE \$135

\$164.99 REG. PRICE \$299.99

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**6" VARIABLE SPEED
DUAL ACTION POLISHER**
NEW
LOT 62403
69924 shown

SAVE \$72

\$57.99 REG. PRICE \$129.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed
• Over 25 Million Satisfied Customers

• No Hassle Return Policy
• Lifetime Warranty On All Hand Tools

• 550 Stores Nationwide
• HarborFreight.com 800-423-2567

MADE YC

Massive Metalwork Hides in Plain Sight

TEXT: Ro McGonegal ♦ PHOTOS: Robert McGaffin



RIDES

■ **"I see lots of these Chevelles** at shows and they are all the same, other than wheels and color," said Dave Jaeger. These words from a man who lists his occupation as "inventor." Certainly, such human beings have a different view of the world and how it works. They play off an exclusivity factor, something of their own making. They're not reinventing the wheel, but something close to it, something that shimmers from the metal. On close inspection and on viewing the silhouette from different angles, it's evident that Jaeger's '71 is different. By the saints, did he chop that top?

DU LOOK!





This automobile is a palette of intricate metalwork. Chris Smith, owner of Smitty's Custom Auto in Tiffin, Ohio, revealed the plan. "Dave brought us the Chevelle. He said that all of them look the same, so fix it. We were given a blank canvas, but it was his idea to lower the roof and do the six-port rear bumper." Indeed, the roof line is 1 1/2-inches lower than normal.

Chris and Tony Smith, along with Justin Thomason and Tim Kinn, did the customizing. They pie-cut the roof to accept the shorter convertible windshield and used an English wheel to stretch metal to produce compound curves and form sections that never were. They cleaned up the exterior, deleting the driprails, gapping the body, tucking the bumpers in, and "pocketing" the custom door pulls. The bumper is all-out, completely reshaped and V'ed down and complemented by Tony Smith's handformed grille section. They flattened and smoothed the firewall. They fixed a custom-built fuel cell under the package tray and put the fill entry through the quarter sail panel. The late Tom Dobroski (Millbury, Ohio) built the in-your-face six-taillight bumper. After all the rubbing was done, Smitty's Kinn applied the PPG Global custom Green Pearl.

Under the surface, the Chevelle simmers with completely new motive and chassis power. Smitty's laid the foundation with a formidable Roadster Shop chassis that included billet tubular control arms, spindles, RideTech adjustable coilover shocks, and rack steering. In the back, it was four-links and more RideTech adjustables. The axlehousing is a 9-inch type as fabricated by Moser Engineering, and it employs an Eaton Truetrac differential and 4.30:1 gears.

The wheel/tire combination is always critical to the outcome, and in the case of Jaeger's Chevelle, it's downright crucial. A



**Extra ventilation in your cab?
Running board "run down"?**



(866) 719-9505

www.AutoMetalDirectCH.com



**Get
EDELBROCK
Equipped**



**Buy any AIR-GAP or RPM
intake manifold and get a
FREE T-SHIRT &
FENDER COVER**

FOLLOW US ON:



**OFFER VALID FROM APRIL 1 UNTIL MAY 31, 2015
FOR MORE INFORMATION VISIT EDELBROCK.COM**

FREE CATALOGS: 800-386-8326 • TECH LINE: 800-416-8628, 7am-5pm PST. M-F.

ALL PARTS LEGAL FOR USE ON PRE-POLLUTION CONTROLLED VEHICLES ONLY.

©2015 EDELBROCK, LLC

Edelbrock

PASSION FOR PERFORMANCE



deep negative offset and brushed-surface hoops are the perfect foils for the dark paint. In this application, they are Forgeline ZX3P in 18x10 and 20x12. The friction component is the latest BFG offering: g-Force Rivals that tape out at a squatty 275/30 and 315/30. Not far away, Smitty's installed 14-inch Wilwood discs at each corner—six-puck calipers in front and four-pucks following.

Jaeger stayed current in the power department. Lingenfelter Engineering tweaked the blower (different snout and crank pulleys, ported and polished air intake snout, flashed ECU, boost raised by 4 psi) of the Chevy Performance LSA crate engine. The system benefits further from a C&R water-to-air heat exchanger modeled after the one on the LS9 Corvette. Ancillary equipment includes a 7-quart Holley sump, a two-row C&R aluminum radiator core, Holley rocker covers, and a 140-amp Powermaster alternator.

Fuel is sourced from the custom tank

via a submerged Aeromotive pump. Waste is pulled out by Ultimate Headers that have been Jet-Hot-coated. The 1 7/8-inch primaries pour into a 3-inch stainless tract interrupted only slightly by Flowmaster 40s. It terminates in three big exhaust tips. At the wheels, this tidy bomb makes 540 hp at 6,200 rpm and 530 lb-ft of twist at 5,500 rpm. Transferring torque reliably is the job of the Tremec T-56 Magnum. It is preceded by an OE pressure plate and flywheel assembly under the Quick Time bellhousing. Jaeger changes up with a Bowler shifter as the grunt twirls tirelessly down the Dynotech propshaft.

Jaeger takes command in well-appointed surroundings while perched comfortably on a Mercedes-Benz bucket. Heralded Fender Designs in Clarkston, Michigan, did the upholstery in an acre of custom-dyed leather. They followed with matching door and side panels and did the cut-pile carpeting and headliner to accompany. While the dashboard metal is unaltered, it has been fitted with an Iron Works billet gauge cluster that welcomes the cadre of Auto Meter informants, including the all-important manifold pressure gauge. Jaeger twists the Flaming River steering wheel atop the Flaming River tilt-column.

The gestation required two years, but when did Jaeger know the project was really finished? "When my 10-year-old grandson Cole David looked the car over and proclaimed, 'Pa Pa, I think you nailed it.' It makes a lot more sense when you know that this old A-body was a drag race car for a decade, complete with big-block, dings, bangs, and everything cobbled up." **CHP**

FLEX YOUR CHEVY MUSCLE

CAMARO | CHEVELLE | NOVA | CORVETTE | IMPALA | BEL AIR | TRUCKS

UPGRADE YOUR CLASSICS



Aluminum Fuel Tank Kit.
Includes sending units, fuel cap
and discounted shipping.

TANKS STARTING AT
\$419⁹⁹



CHASSIS & SUSPENSION



TRACTION BARS & LEAF SPRINGS

TRACTION BARS
STARTING AT
\$339⁹⁹



PRO-TOURING SUSPENSION KITS

STARTING AT
\$559⁹⁹



UPPERS
STARTING AT
\$229⁹⁹

TUBULAR ARMS

STEERING



TILT COLUMNS

STARTING AT
\$462⁹⁹



POWER
STEERING
CONVERSIONS



BILLET STEERING WHEELS

STARTING AT
\$149⁹⁹

BRAKES



FRONT DISK BRAKES

STARTING AT
\$299⁹⁹

Stock or
Drop



REAR DISK BRAKE CONVERSIONS

Rear Disk
Brakes

STARTING AT
\$479⁹⁹



POWER BRAKE CONVERSIONS

STARTING AT
\$229⁹⁹

DEALER INQUIRIES WELCOME

SHOP 24/7 AT
PERFORMANCEONLINE.COM

Call **800.638.1703** | tech: 714.278.0098



Scan QR code to
visit our website.



PayPal



BillMeLater[®]
The Shopping Express Lane

WE'VE MOVED



New Address

1931 Sampson Ave
Corona, CA 92879



PDL Inc.
PerformanceOnline.com

Call today for your catalog.

CARS Inc.
800.227.7462
carsinc.com

Dynamat
513.860.5064
dynamat.com

The Eastwood Company
800.343.9353
eastwood.com/CHP715

SOUND ADVICE

Ban Dust and Noise Thermal Acoustically

✦ TEXT & PHOTOS: **John Gilbert**

Perhaps our credo at *Chevy High Performance* should be, “We make all the mistakes so that you don’t have to.” Case in point is the Mexican bee-yellow 1957 Bel Air coupe that has previously appeared in tech articles. The goal was simple enough; we’d gut its cheesy black TJ tuck ‘n’ roll job and slap in a totally bitchin new factory-correct interior kit from the folks at CARS Inc. It seemed like a solid enough plan, but that’s where it all went bad. Day one into the gutting process with nothing left in sight but bare floors, we discovered we barely had floors. What at first appeared to be solid steel was in fact sheets of galvanized tin lathered into place with filler, brass brazing rod, and rivets. On top of all that was a 1/2-inch thick layer of black tarry goo.

In our defense, we absolutely intended for the ’57 to go up on a lift first thing to inspect the floors from underneath, but there wasn’t a lift available in the tech center at the time. Apparently, the next best thing was tucking the ’57 between shelving where thousands of toilet paper rolls, as well as an old Suburban, are stored. The moral of the story without exception is to always raise the car high enough into the air to verify that the floors are good before considering interior work.

The silver lining is that we did discover an additional use for Dynamat in addition to keeping the heat, or cold, out when not wanted or to lower sound levels considerably, it works great to plug up rust holes. That said, whether one is installing Dynamat into a high-dollar build where finicky attention must be paid to perform a clean installation, or just a good car that deserves to be made better, the following tips will make the job go a lot easier in much less time. **CHP**

SERVICE PERFORMED IN THE



TECH CENTER

OFFICIAL TOOLS



www.eastwood.com

OFFICIAL AUTO LIFT



www.directlift.com

OFFICIAL WELDING EQUIPMENT



www.millerwelds.com



01 | Work from a comfortable height and use the edge of the table along with a framing square to draw square cut lines. A mat knife or single-edge razor works well for cutting.

CHEVROLET POWER

10-13 Camaro SS 6.2L V8



- Bolt-On Horsepower
- Utilizes OE Scoop
- No-Hassle Warranty

+16HP[†] +13TQ[†]
1-800-498-6951



*Legal in California only for racing vehicles which may never be used, or registered or licensed for use, upon a highway. Visit AIRAID.com for more information.

[†]Actual Horsepower and Torque increases based on Dynamometer tests. Individual results may vary.



**Competition
Products®**

www.competitionproducts.com

800.233.0199

MON-FRI 8AM - 6PM CST / SATURDAY 9AM - 6PM CST

**FREE SHIPPING
NATIONWIDE**

NO HANDLING CHARGES

ORDERS OVER \$99



MORE CHOICES

More Engine Parts Than Anyone!



Billet Steel Cranks

Billet Steel crankshafts are stronger because of their uniform non-stressed grain structure. These cranks start with E4340 AQ bar stock material and are precision CNC machined. Stress relieved.

4.500 and 4.750 Stroke

\$1195.00

Cryo-Treated Long Slot Rocker Sets



Maximum attainable hardness from heat-treated base material. Maximum material and geometric stability and uniformity. Maximum wear resistance. Elimination of material stresses and changes. 3/8 or 7/16

Sets of 8

from **\$39.95**

Assembled Ultra Light-weight 8mm Valvetrain



CNC Pro Ported Brodix Aluminum Chev SB Heads

The latest in wet flow technology produces minimal cross sectional area with max velocity air flow. Full attention is applied to each intake runner, exhaust runner, chamber and bowl area, for the best flowing heads of their class. Designed for use with 8mm valves for increased airflow. Get these heads bare or assembled.

Bare.....pair **\$1795.00**
Assembledpair **\$2079.00**



Extreme Black Severe Application Valves

High nickel stainless alloy 1pc forgings. Fully CNC machined. Special black nitride process. Runs cooler, improves valve life. Designed for high horsepower applications. Higher micro-hardness than stainless. Undercut stems for increased flow. Surface finish is smoother than chrome.

Many Sizes at **\$18.99**



QFT Electric Fuel Pumps

The highly efficient, high output, 6-vane fuel pumps feature a new vane and rotor design that supplies more usable fuel in the critical "sweet spot" between 12 and 20psi.

230gph, 7psi ... at **\$329.00**
260gph, 20psi ... at **\$329.00**
300gph, 20psi ... at **\$337.50**
400gph, 20psi ... at **\$399.00**



Roller Valve Springs

The world's premier valve spring manufacturer. From NASCAR, Drag Racing, F1, Rally and Spring, to everyday street performance - PAC Racing products provide unsurpassed performance!

1200 Series at **\$294.74**
1300 Series at **\$530.87**
1500 Series at **\$649.21**



Head Port/Polishing Kit

Most complete and comprehensive cylinder porting kit available.

PVT260001 at **\$72.99**



Race Series Bearings

Provides the dependability it takes to hold up under high RPM conditions.

Chev SB, BB, at **\$59.95**



E-Street Chev SB 350ci Crate Engine, 315HP/381TQ

Affordably priced, entry level small block Chevy crate engine for any street rod or muscle car drive on a budget that wants an affordable 300+ horsepower performance on 87 octane fuel. Edelbrock E-Street crate engines start out with 100% brand new GM short block with 4-bolt, 2pc, rear main seal. E-Street cylinders, Performer Series carb, Performer EPS intake, Performer cam and MSD distributor. Offering the best combination of affordable and reliable performance on the market. Sold without water pump. **2 Year Unlimited Mileage Warranty.**

EDE45080 **\$5195.00**

Some parts are not legal for sale or use in California on any pollution controlled motor vehicle.
Actual prices may vary from publication date.

CHP122314

Sound Advice

02 Use a wire brush to loosen and remove rusty scale that if left in place will diminish adhesion and produce lumps in the Dynamat.



03 A shop vacuum works better than using compressed air to blow loose, rusted scale out.



04 Using Eastwood's rust encapsulator directly over heavily rusted areas stops rust, and then finishing (sealing) with Eastwood's rubberized undercoating provides a waterproof surface.





Unweather your trim and plastic.

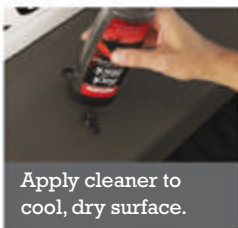


Make your exterior trim and plastics stand out with Mothers® Back-to-Black® care products.

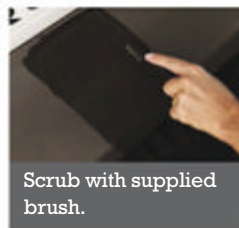
MOTHERS®
Polishes • Waxes • Cleaners

mothers.com • detailguide.com
facebook.com/mothersusa

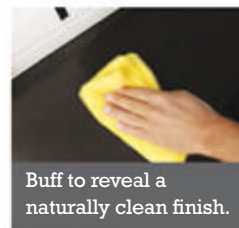
Mothers® Back-to-Black® Heavy Duty Trim Cleaner Kit. It's not a cover up. It deep cleans, allowing you to erase years of neglect, including oxidation, dirt, road grime and even stubborn embedded wax. Restoring your exterior trim and textured plastics to their original, like-new color (not just black) has never been easier.



Apply cleaner to cool, dry surface.



Scrub with supplied brush.

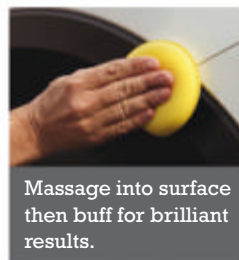


Buff to reveal a naturally clean finish.

Mothers® Back-to-Black® Trim & Plastic Restorer. The original Back-to-Black® formula people know and trust. It removes light oxidation, dirt, wax residue and surface film with ease, while locking in the richness and protecting from future damage. For severely neglected surfaces, first use Mothers® Back-to-Black® Heavy Duty Trim Cleaner.



Pour restorer onto a dry terry cloth or sponge.



Massage into surface then buff for brilliant results.



COMPLETE KITS STARTING AT
\$2,800

Unleash the power of the storm

with the latest in centrifugal supercharger technology from Accelerated Racing Products™. Precision machined from solid billet aluminum and engineered for maximum power, TorqStorm® delivers. Bolt-on kits available to fit a wide range of vehicles and engine combinations.

For more info or to find an authorized dealer near you, please visit our website.



torqstorm.com
616-706-5580



MADE IN
THE USA
PATENT
PENDING

Not for sale in California. Not for use with a motor vehicle pollution control device or system.

HARWOOD
HOODS

QUALITY
FIBERGLASS

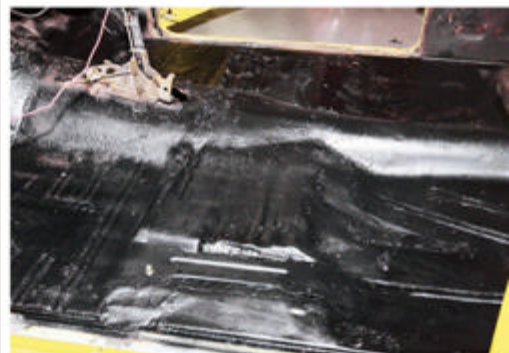
SCOOPS
FRONT ENDS
DOORS
DECK LIDS
BUMPER
LEXAN WINDOWS
AND MORE

CALL TO ORDER
1-800-822-3392 OR EHARWOOD.COM



CH7

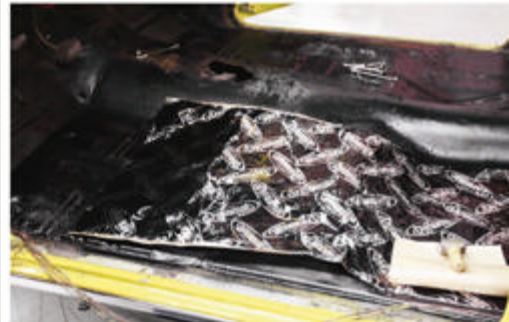
Sound Advice



05 | We used CARS Inc.'s patch panels to section in good metal to rusted areas and restore seat bolt holes.



06 | As a test-fit, we started by covering the largest area possible with an intact sheet of Dynamat. Notice the Dynamat sheet was pre-formed at this stage.



07 | The section shown of brown paper backing was peeled off, allowing the Dynamat sheet to be tacked into place and compressed with a Dynamat roller.



08 | We lifted the Dynamat sheet upward and peeled away the rest of the backing, remembering that once the sheet is laid down into place you don't get a second chance.



09 | We screwed a 5/16-inch Allen bolt into the seat bolt hole and then pressed hard onto the Dynamat to "locate" the bolt hole.



10 | We then tapped a sharpened piece of tubing and cut a clean hole clear through the Dynamat.



11 | Half of a second sheet of Dynamat was needed to complete the driver-side floor. Note it was preformed before peeling the backing.



12 | Notches were then cut in the Dynamat to clear the base of the gas pedal.

GECH
SUSPENSION SYSTEMS

"...Excellent Balance Of Grip, Ride and Comfort." The Fact That It Went Through The Slalom Cones faster Than A New Camaro SS Speaks Volumes..." Jim Campisano
Super Chevy Magazine



29 YEARS
Proven Performance!

Complete Tri-Five Chevy Chassis Package Engineered For The Fast Lane!



After over **twenty-nine** years of street rod and race car chassis experience we are proud to introduce the strongest, most well thought out Tri-Five chassis ever offered. Starting with strong fixture-welded 3"x4" x .188" wall material, we then add our unique "X" member featuring a fully encapsulated center section. The X member has built-in exhaust loops for up to 3" systems. In the rear we use our heavy duty triangulated 4-Bar coil-over rear suspension system which includes an adjustable NASCAR style anti-sway bar. In front our proven stainless A-arm suspension can be configured with coilovers or RideTech air and features power rack & pinion steering, dropped forged spindles and disc brakes. Includes all necessary body and sheet metal mount points for an easy "drop-on" installation.

GECH
SUSPENSION SYSTEMS

Make Your Classic Chevy Handle!



Forged GM Spindles

'67-'69 Camaro
'64-'72 Chevelle
'68-'74 Nova

\$299 Pr.

'70-'81 Camaro

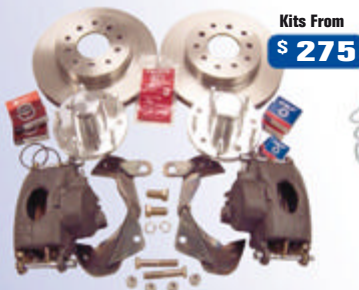
\$359 Pr.

Stock Geometry

- One Piece Forged SAE 4130 Steel
- Revised Steering Arm Position
- Optimized Geometry
- Taller Ball Joint Height
- Better Camber Control
- Accepts Any Disc Brakes

Complete Disc Brake Kits

Call For Information Or See Options Online



Kits From

\$275

Tubular GM A-Arms

Unique Design Allows Easy Swap To Coilover Or RideTech. Use Stock Or Dropped Spindles. Stock Track Or Narrowed For Wider Wheels.

Tig welded SAE 1010 thick wall 3/16" tubing, TRW and MOOG bushings and ball joints included. '67-69 & '70-81 Camaro, '64-'77 Malibu/Monte Carlo, '78-'87 Malibu/Monte Carlo

\$899

Set of 4

Get More Info Online!



Shown With Optional Vacuum Metalized Finish



Mon-Thurs 7am-5:30 pm EST - Fri 8 am-12 noon

704-545-0369

www.fatmanfab.com

meet the new **CarDomain**[®]

share your ride with the world's largest car show.

It's Everywhere.

Create and share content from anywhere on your mobile or tablet device.

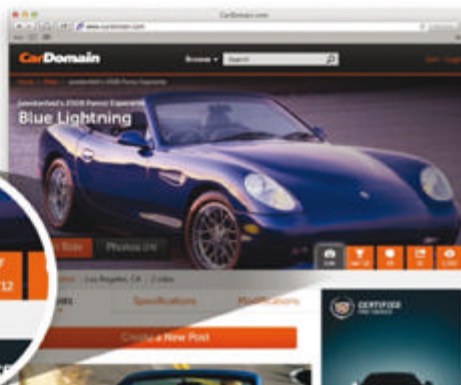


Enhanced Ride Page

Larger images, easy commenting and a clean layout.

Customize Your Ride

Personalize your ride page by choosing your cover photo and tagline.



Improved Photo Viewing

Give your ride the attention it deserves with photos that fill the entire screen.



TRY IT
NOW!

Sound Advice



13 | After the driver-side floor was completed, we moved to the passenger-side and completed that area.



14 | Next was to cover the driveshaft tunnel starting from the back seat area. Note the tunnel curvature was formed before peeling the brown backing paper.



15 | Notice the tunnel section of Dynamat was butted up and tacked to passenger-side before removing the remaining backing paper and rolling the Dynamat over the tunnel to the driver-side.



16 After the rear tunnel section was stuck into place, the final section to cover was the transmission tunnel.



17 With the Dynamat in place, and the backing paper still on, pressing down over the tranny tunnel will show the area that needs to be cut out for the floor shifter.



LG1

from \$399 per seat

- Strategically Placed Bolsters
- Injection Molded Foam
- Unmatched Comfort and Support
- Cloth, Suede, or Leather



A4



\$349

CR1



\$399

Sportline Evo



\$449

Sportline RRS



\$475

GTS II



\$369

Sport Seat



\$299

Harness Belts



\$85 - \$149

FX1 Pro



\$329

COMMITMENT T

A Rare 1955 Chevy Handyman Wagon With a Modern Drivetrain and Suspension

❖ TEXT & PHOTOS **Chris Shelton**

■ **How hard are you willing** to fight for a principle? I'm sure most of us can understand why Chad Terhar fought so hard for his. "I grew up riding in my parents' 1955 Nomad," he explains. "It's my dream car." But I don't think many of us can understand *how hard* Chad fought.

Chad may be idealistic but he's no fool; he understood that a 20-something probably should aim for something a little more realistic than a Nomad. Still, despite setting his sights on a Handyman wagon, all of his leads bore rotten tomatoes. "I decided it wasn't going to happen because of my budget and the amount of rusted-out cars due to our climate," he admits. In fact, he'd sort of given up on his principles when he came across a Handyman for sale on his way to a car show. His dad left the show to offer a second opinion. Chad brokered a deal with the seller. "The next day I was towing it home thinking to myself the whole way, 'I have a '55 Chevy!'"



The glow faded quickly though. According to Chad, "There was a lot more rust than I anticipated." How much more? "The floor, firewall, cargo area, rockers, quarter-panels, and passenger side of the roof were toast," he laments. Did he give up? Well, this is a story about principles. "I pulled the body off and broke the car down as far as it would go," he recalls. "I welded up a stand and started cutting." Unfortunately, he threw away about as much as he kept.

But at the end of the day ... big deal. Everyone knows a story like this one. In fact, some of us know the pain firsthand. But there's a fold that makes this story just a little bit different. "(I) got paralyzed in a motocross accident," Chad reveals.

Now we know what you're thinking: He sucked it up and kept fighting. And you'd be right. But only *half* right. Chad embarked upon this insane project *after* his injury. How's that for principle?

Perseverance only goes so far though; by pro standards, Chad's wagon was a goner. Even his wife, Tasha, pitched in when she saw what her man was up against. Only she worked smarter, not harder. She appealed to complete strangers halfway across the country.

Specifically, she appealed to the crew at PowerBlock. It produced *Search and Restore*, "a hot rod, feel-good, give-back show," according to its founding host and veteran car

TAKES A STAND



builder Tim Strange. For those who haven't seen the show, over a four-week period Tim leads crews of fellow pro builders to transform lost causes into machines as worthy as the people who own them.

Chad's story particularly resonated with Tim. "I grew up with (Tri-Fives) too," he says. But more than that, Chad and Tim share a lifelong passion for BMX and motocross (some say he's too big and old, but nearly 30 years after the gate first dropped Tim still

shreds—in fact, he leads a factory-sponsored BMX team). "I could really identify with him," Tim concludes. So he pitched the idea. The producers chose Tasha's appeal from a pool of 300,000 entries. Chad made it.

To meet the compressed work schedule, each production week corresponded with a build phase. "The first week was always teardown and mock-up," Tim explains. They started with the body.

To understand the extent of the

car's damage, consider that RockAuto supplied front fenders, floorpans, rockers, and quarters, and Danchuk supplied door shells. The body went back together with the slightest of changes, among them a shaved hood and a pop-up motorcycle-style fuel filler by the taillight. The crew rebuilt the body with all Danchuk hardware. Advanced Plating nicked and brushed all trim, including factory stainless and Ringbrothers exterior door handles.

Commitment Takes a Stand

The resurrected body went on a Street Rod Garage SRG-Force chassis. It dispenses with the compromised GM front suspension for one with a lower roll center, a more favorable camber gain, and antidive properties. The nose achieves its stance in part with Wilwood Pro dropped steering knuckles. The rear axle consists of a Dutchman 9-inch housing, polished aluminum gearcase, 3.73:1 gears on a Yukon Gear limited-slip carrier, and Moser 31-spline axles. A Street Rod Garage triangulated four-link assembly locates it on the chassis. Both ends feature coilover dampers and 13-inch rotors and six- (front) and four-piston (rear) calipers. Speedway Motors supplied the stainless brake lines. The whole kit rolls on 18x7 and 20x9 Budnik Gassers wrapped in Toyo Proxes 215/40 and 245/35 rubber.



The Number One Choice For Handbuilt American Muscle.



LSX 427 SBC 2.9L Whipple
800HP



- » All Engines Are Individually Dyno Tested.
- » Printed Dyno Results Are Shipped With All Engines. Video Results Available Upon Request.
- » Limited Warranty Included.
- » All turnkey engines come complete with Mast Motorsports calibrated ECM, wiring harness, pedal and tune.

Mast Motorsports calibrated ECM



MAST
Motorsports

check out our full line of products at
www.mastmotorsports.com
936.560.2218



PHANTOM UNIVERSAL SYSTEMS
PUT AN ELECTRIC FUEL PUMP IN ANY TANK

GO IN TANK



INSTALL VIDEO

SIMPLY
DRILL A HOLE
IN YOUR TANK,
CUT PHANTOM
TO SIZE & INSTALL

EFI OR CARB IN
LESS THAN AN HOUR

PATENTED FOAM
BAFFLE & RUBBER
SUMP TECHNOLOGY



AEROMOTIVE
AEROMOTIVEINC.COM

SHIFT INTO OVERDRIVE!



The highest quality auto trans packages matched with unbeatable customer service for 32 years.

We can help build your dreams into reality with high performance transmissions and torque converters custom designed to get the most out of your vehicle. We build all automatics for GM, Ford, Mopar and AMC for nearly any application from stock to 1,000 HP as well as installation components and accessories to finish the job right.

Call or e-mail us. 3yr/50,000 mile warranty.

PHOENIX TRANSMISSION PRODUCTS

1304 MINERAL WELLS HWY, WEATHERFORD, TX 76086

Order Toll Free 1-866-SHIFT UP

Tech 817-599-7680 • Order 866-744-3887

www.phoenixtrans.com





The second-week crew finished the bodywork. “We wouldn’t stop on day one until the car was roughed in and in primer,” Tim maintains. They spent the rest of the week spraying the jambs, interior, firewall, and underside. Concurrently, they reassembled most of the car. The LS3 is a monster in stock form but the LS 376/480 cam that Pace Performance supplied as part of the engine and ECU package coaxes 465 lb-ft torque at 4,600 rpm and 480 horsepower at 5,570 rpm. An AutoRad four-core modular radiator, core support, and condenser cools it. Dan Taylor detailed the rocker covers with the car’s Struggle graphics.

Through quiet-like conventional manifolds, the Hooker cast-iron headers still offer the performance of a tubular header. They descend into 2 1/2-inch steel pipes with MagnaFlow mufflers. Nitro Plate in Nashville coated them. Pace Performance also supplied the 4L80 transmission.

On week three the entire car got a

bath of Axalta base/clear urethane. The process reverted to reassembly for the fourth week. Ron Francis didn’t just supply the Access XP-66 harness; he also sent Scott and Kyle Bowers to install it. The dash sports Dakota Digital VHX-series gauges and a 15-inch Budnik Gasser steering wheel on an ididit column.

The seats that Sears Manufacturing makes don’t just look the part; their swivel bases simplify Chad’s access. Kyle Hix and Ross Johns trimmed them and the fabricated interior panels in brown leather and suede. Blair Gehman installed Sidewinder hand controls that the team powdercoated to match the interior.

Though it sounds too incredible to be true, Tim’s crews built eight cars in two seasons under that crushing schedule. The reality of rebuilding a car from almost scratch inevitably weighed heavily on the producers; it was only a matter of time until something unexpected threw off the

schedule. Ultimately they asked Tim if he’d change the format to show easier, more superficial builds.

“I told them that I’m the wrong guy,” he says, explaining, “I didn’t want my buddies who shut down their shops to pay for travel and food and donate their time to build something they weren’t proud of.” Like Chad, he fought for his principles even if it meant walking away from an opportunity in the entertainment business.

The details may differ, but in the end Chad and Tim have something in common: both took a stand for their principles. And while it’s foolish to think that they wouldn’t change a few of the details if they could, they both admit they’re happy with the outcome. Consider Chad’s wagon proof.

Life doesn’t just go on for Chad Terhar and Tim Strange; they triumph over it. It’s a struggle for sure, but so is life. You might as well stand for something and they stand tall. **CHP**



PERFORMANCE SUSPENSION TECHNOLOGY

THE ORIGINAL MUSCLE CAR PARTS SPECIALISTS



FREE SHIPPING
TO 48 STATES

**STANDARD &
SUPER FRONT END KITS**
POLYGRAPHITE
PERFORMANCE



DISC BRAKE CONVERSIONS



**CALL TODAY
FOR PST'S
FREE CATALOG!**

NEW
**AMERICAN AUTOWIRE
HARNESSES**



**A & G BODY
PRO-TOURING PACKAGE**



Achieve top quality handling, cornering and control

ORDER TOLL FREE OR ONLINE

**BOXED, TUBULAR
AND ALUMINUM
TRAILING ARMS**



**MANY KIT
OPTIONS!**

Choices of complete 4 link rear boxed kits or complete 4 link rear tubular kits. With options of adjustable or nonadjustable trailing arms. Available in red or black.



**SCAN &
ORDER
NOW**



LIMITED LIFETIME WARRANTY

S224-CH7T

877-224-1710 www.p-s-t.com

COD



Generic Photos - actual part may vary.

Speedway Motors855.313.9176
speedwaymotors.com/chp715**Wilwood**805.388.1188
wilwood.com

DRUM BEATS

Upgrading a 1965 Chevelle to Modern Four-Wheel Disc Brakes

✦ TEXT & PHOTOS: **Steven Rupp**

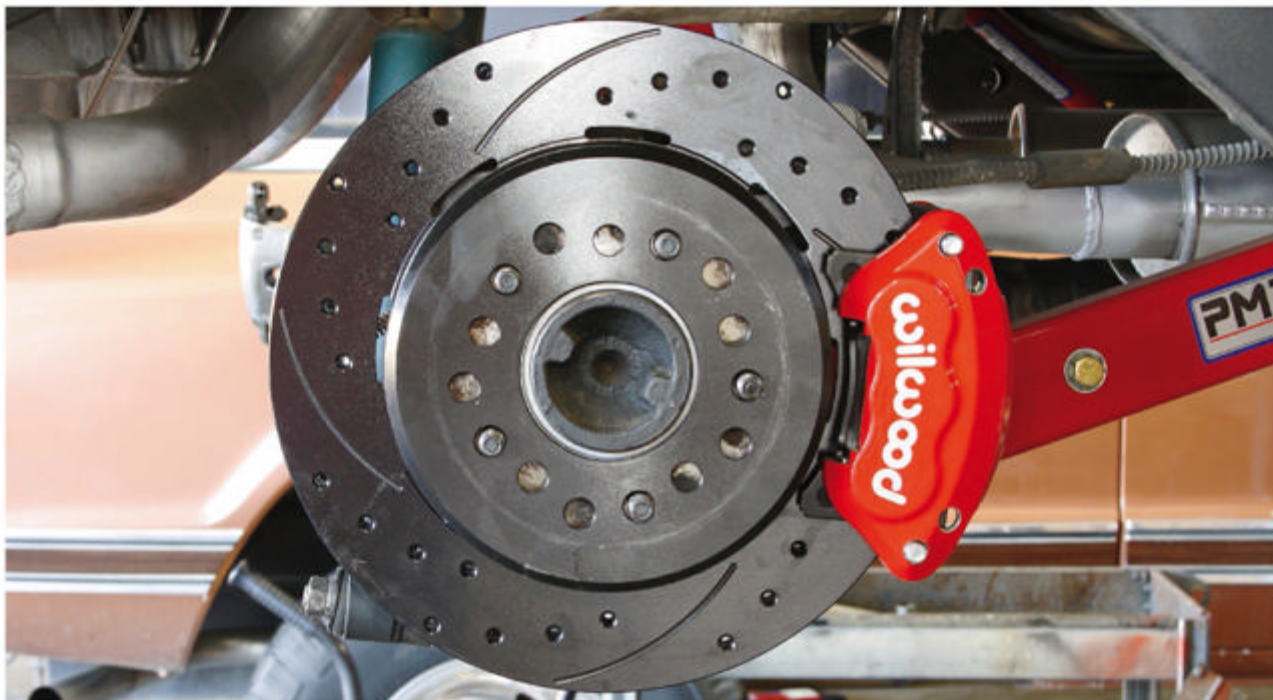
Back in the '60s, drum brakes didn't seem that bad since most cars were hobbled with the same lack of stopping prowess. Fast forward a few decades and the fact that it takes you an additional 60 feet or more to stop than it does for the guy in front of you matters a bit more. Add in the fact that engines are putting out far more power and the need for better-performing brake systems become even more important.

Upgrading to disc brakes is a big improvement over four-wheel drums, but there are different levels of disc brakes. A basic "OEM-style" disc system will work fine, but larger rotors and calipers give another advantage; repeatability. Sure, any new disc-brake system will shave more than a few feet off the stopping distance, but the big payoff of a bigger brake kit will be the ability to pull off repeated heavy braking while better resisting brake fade.

Brakes work by converting forward momentum into heat energy, and this heat needs to be properly controlled. It has to be insulated from the brake fluid, and most importantly dissipated quickly from the rotors. This is where the larger mass and curved-vane arrangement of a high-performance aftermarket rotor really pays off. More mass means the rotor can hold more heat, while the design of the vanes helps move air through the rotor more efficiently than the less expensive factory-style rotors. Today, holes in the rotors are more for looks, but slots still play a role by providing smoother pad engagement and improved thermal balance across the rotor. The larger rotor diameter also

moves the caliper away from the hub, thus increasing its leverage. Now, one might think that all this weight might hurt other performance areas, and to some degree it does, but the benefits far outweigh the downsides.

Our 1965 Chevelle was stopping on the same drum brakes that it came with new, and driving around in heavy traffic resulted in quite a few "pucker up" moments. It was also still fielding the stock, single-chamber master cylinder, which isn't the safest idea out there. So, to get our Chevy up to 21st century standards we opted to toss on a set of Wilwood disc brakes and their latest tandem master cylinder. We figured we would rather spend the money here instead of repairing front end sheetmetal damage. **CHP**



MARK'S PROJECT: CAMARO

GOAL: USE THE BEST
AVAILABLE & HIGHEST
QUALITY PARTS FOR A
CAR I CAN BRAG ABOUT.



LOOOOW ✓

MORRISON

GO FAST ✓

427

ROLL SMOOTH ✓

275/40-

SLICK FINISH ✓

VIBRANCE BLUE

- H

COOL & QUIET ✓

DYNAMAT!

VINTAGE A
Performance
Chrome Finish



MADE IN THE
USA

Listen to Les Noyse, automotive legend:

"It's all about performance! The right engine, the right tires, the right shocks and the right stereo sound is very important. With Dynamat, your car takes on a solid feel. Now you can hear your engine and music, not buzzes and rattles. Install Dynamat first, Dynaliner second and leave the noise behind."

www.dynamat.com



Mark,
Your upholstery
guy called and said
you have to use Dynamat
if you want the best quality
and an all around
better car!



© 2014 Dynamic Control of N.A. Inc. All Rights Reserved.

Drum Beats

01 We've all seen old brakes before, so there's no need to dwell here. In the case of this 1965 Chevelle they were the drum variety all the way around. To make a long story shorter, we simply removed the old parts.



03 The caliper brackets from the Wilwood front brake kit were then bolted in place. In this way we were able to run modern, radial-mount calipers on the original-style spindles.



05 After packing the bearings with some high-quality grease, we slid the hub assembly onto the spindle and secured it with a castle nut and cotter pin. Keep in mind that the Wilwood kit doesn't contain the special washer or castle nut, so make sure you have them on hand.



02 We also went ahead and replaced the drum brake spindles with some forged-steel disc brake versions (PN 910-34900, \$125 pair) from Speedway Motors. They came in raw steel so we taped off the pins and gave them a coat of black paint.



04 The Wilwood forged hubs (PN 270-7037, \$135) are almost too pretty to hide behind the rotors. They came unassembled. So, before installing the bearings, we spun in the wheel studs.



06 The new one-piece E-coated rotor was then slid over the wheel studs. The black coating was developed by Wilwood many years ago and has proven to be far more durable than zinc, especially under hard use. The coating on the rotor face, where the pads make contact, will be removed once the pads are bedded in.



08 We went with Wilwood's medium-duty BP-10 smart pads. They offer a good balance between high-performance stopping power and low-dust/low-noise street manners. If heavier track use is in your future, then we would suggest stepping up to their BP-20 pads.



07 The six stainless steel pistons in the forged Superlite 6R (PN FNSL6R, \$354) calipers use differential sizing to apply even pressure across the entire pad. This helps keep the pads from wearing at strange angles, which could shorten the life and performance of the pads. In case you're curious, the large piston is 1.62 inches, while the smaller ones are 1.12 inches for a total piston area of 4.04 inches.

UPHOLSTERY DESIGNED TO FIT YOUR FACTORY FRAMES !



**SPORT
series**



1964



1965



1966



1967



1968



1969



1970



1971-72

**SPORT R
series**



1964



1965



1966



1967



1968



1969



1970



1971-72



**SPORT
X and XR
series**

1966-72
G-Body



Consoles



TMI Products, 855-767-3744 www.tmiproducts.com

Drum Beats

09 With the pads loaded, we slid on the radial-mount caliper. The kit came with a pack of shims, which we used to make sure the caliper was centered over the rotor and spaced out the right distance. Our last step was to plumb in the brake lines.



10 After repeating the procedures on the other side of the car, our front brakes were done and we were ready to move to the rear of the Chevelle.



11 To install the rear brakes, we had to pull the axles on our 10-bolt. That meant opening the differential. We dropped the pin to remove the C-clips, and at this point, we were very careful not to spin the axles.

**THE ONE STOP SOLUTION
FOR YOUR MUSCLE CAR PROJECT ...
YEARONE.COM**

Magnum Wheel
17" X 9" version of the "Sport Wheel"
available originally on GM models.
LIMITED TIME OFFER!
FREE SHIPPING
YEARONE Wheel Kits
(Online Only - Lower 48 States)

Finish it right with parts that are unmatched in quality
from the most trusted supplier in the industry.
YearOne.com – Log On Today!



12 With the old drum brakes and axles removed, this is a great time to check your axle bearings and replace if needed. Ours were in great shape, so we moved along.



13 The rear parking brake assembly came as one unit complete with the caliper mounting brackets. This made installation a snap since we only had to secure it to the flange using four of the new bolts in the kit.



14 With that installed, we slid the axles back in place and replaced the C-clips and the pin.



© 2015 YEARONE

Chevy Catalogs:
Print:
Camaro (1967-81)
Chevelle (1964-72)
Nova/Chevy II (1962-74)
Impala (1958-72)
(ALSO AVAILABLE ONLINE)



Since
1981

CH015



BANG
BUCK

SP3C
S E R I E S

**A BOLD NEW CHASSIS LINEUP
JULY 2015**

TRI-FIVE CHEVELLE IMPALA CAMARO CLASSIC TRUCK



www.roadstershop.com

Drum Beats



15 Before sliding on the new rotor, we installed this indexing ring that came in the kit.



16 The new drilled and slotted SRP performance rotor (PN 160-9815-BK, \$227) had a diameter of 12.19 inches and a thickness of 0.81 inches. The iron rotor had 32 cooling vanes and came fully E-coated. This will be a big step up from our worn drum brakes.



17 Most of a car's braking is done by the fronts, so the rear brakes don't need to be nearly as large. The rear kit came with a pair of these D154 (PN 120-11875-RD, \$178) twin-piston forged billet aluminum calipers. These are a great alternative to the cast-iron GM calipers used from 1978-'02, and they feature stainless steel (1.120-inch) pistons as well as high-temperature seals.

MOST POWERFUL HEAD OUT OF THE BOX

All AFR heads come standard with: Lightweight bead lock 8mm valves that reduce valve float (Big Block Chevy has conventional 11/32 hardware), Premium Pacaloy racing valve springs, 100% Fully 5 axis CNC ported, 3/4" thick head deck, Viton oil seals (not cheap Poly Acrylic) and hardened Chrome Moly spring seats, not just shims. Includes adjustable guide plates for perfect rocker arm alignment.

LIFETIME WARRANTY!

Call for details. AFR heads only.

- ✓ 245cc SBC Flows 350 CFM
- ✓ 245cc LSX Flows 360 CFM
- ✓ 385cc BBC Flows 456 CFM

23° SB-CHEVY

180cc 80HP Gain
Over L-98 Head



15° SB-CHEVY

285cc Flows
400 CFM



15° LS-1

210cc 40HP Gain
Over LS-1 Stock Head



24° BB-CHEVY

315cc 100+HP Gain
Over Factory LS-6 Head



SB CHEVY COMPOSITE INTAKES PATENTED

- 15+ HP & torque over the leading competitor
- Cast in nitrous bosses
- Dual distributor hold-downs
- Reduces carburetor vibration
- Rubber sealing gaskets - No leaks
- Composite plastic manifold runs 30° cooler than aluminum intakes

Titon-TXR

Single Plane
Race
Carb Height
5.500



Titon-DPR

Dual Plane
Street/Strip
Carb Height
4.720



- 9 to 11 lbs weight savings (depending on model)
- Interchangeable Runners to a common valley plate



888-466-1177
www.airflowresearch.com
 Visit our website for a free catalog & decals
MADE IN USA



18 This single-reservoir master cylinder is how they rolled back in the mid-'60s, and it's the poster child for "putting all of your eggs in one basket." Aside from the safety aspect, we needed to switch to something more suitable for our new four-wheel disc system.



19 And that master turned out to be a Wilwood tandem 7/8-inch piece (PN 260-9439-BK, \$259). Aside from looking good, it will give us the safety of a modern two-chamber design.



20 We paired the black master up with Wilwood's new proportioning valve and mounting bracket kit (PN 260-13190, \$116). The kit makes installation a snap since it comes with the valve, mounting brackets, and the two pre-bent lines from the master to the prop valve.

BUILDING BLOCKS OF A HIGH PERFORMANCE G-BODY

ENGINE & CHASSIS PRODUCTS FOR YOUR '78-'88 G-BODY FROM

MOROSO

COMPETITION ENGINEERING
The Chassis People

No. C3122

8 Point Roll Bar
10 & 12 Point Roll
Cages also available

No. C2600

Drag Shocks

No. 47205

Trick Front Springs

No. C2027

Anti-Roll Bars

No. C4041

Fuel Tank
Sump Kit
Weld-on

No. C8003

Lower Control Arm

No. 20191

SBC Oil Pan

No. 20143

LS Baffled Oil Pan
for LS Conversions

RACE PROVEN
PERFORMANCE



GUILFORD, CT • MOROSO 203.453.6571 • CE 203.453.5200 • TECH LINE 203.458.0542

View our complete line of engine & chassis products for G-Body online @ www.moroso.com / www.competitionengineering.com



THE WORLD'S LARGEST MANUFACTURER OF 1955-56-57 CHEVROLET RESTORATION PARTS

There's No Comparison to Parts

(800)264-1026
DANCHUK.COM



MADE IN THE USA!

CHECK CATALOG OR WEBSITE FOR COMPLETE DESCRIPTIONS, PRICES & PARTS AVAILABLE



HOOD BIRDS

1955.....#472\$159.95/ea.
1956.....#484\$159.95/ea.



HOOD ROCKETS

1957.....#467 ... \$269.95/set



EMBLEMS WITH BEZELS

1955 Hood ..#371\$72.95/ea.
1955 Trunk ..#371A.....\$72.95/ea.
1956 Hood V8
.....#373A..... \$57.95/ea.
1956 Trunk V8
.....#374A..... \$57.95/ea.



1955 TAILLIGHT HOUSING ASSEMBLY

Complete Assembly
.....#15512. \$229.95/pr.
Bezel Only ..#153.....\$96.95/pr.



1956 TAILLIGHT HOUSING ASSEMBLY

Complete Assembly
.....#1045\$479.95/set



BEL AIR SCRIPTS

55-56 Chrome
.....#538 \$68.95/pr.
1957 Gold
.....#539 \$68.95/pr.
1957 Chrome
.....#539A..... \$64.95/pr.



STEEL FAN SHROUDS

1955-57 Black, V8 Stock
.....#16626A\$109.95/ea.



Follow Us:



Call for a Free Catalog!

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

CALL TODAY FOR A FREE CATALOG (800)264-1026

3201 S. STANDARD AVE. SANTA ANA, CA 92705 • DEALER INQUIRIES WELCOME

AUGUST 14-15 2015, BOWLING GREEN, KY
THETRIFIVENATIONALS.COM

PARTS BIN

by Nick Licata

Strong and Smooth

► The Dual Friction series by Centerforce are high-performance, long-lasting, street-friendly clutches. Centerforce has upgraded the kit for 1999-'06 Chevrolet/GMC 4.8L eight-cylinder engines (PN DF842503, replacing PN DF084025) to now include the clutch disc, pressure plate, throwout bearing, pilot bearing, clutch cover bolts, and alignment tool. The Dual Friction clutch is a direct replacement but offers a higher holding capacity and durability, making it ideal for street and mild competition applications. For information on this and other applications visit centerforce.com or call 928.771.8422.



Drop Your Fifth-Gen

► The Detroit Speed Inc. Front Drop Springs have an increased spring rate and lower the ride height to give your fifth-generation Camaro a more aggressive stance. They are a direct replacement and retain the factory isolators. The Detroit Speed Inc. Front Drop Springs (PN 031131) have a spring rate of 220 lb/in compared to 156 lb/in for the OEM V-8 SS and 145 lb/in for the OEM V-6. Get more information at detroitsspeed.com or give them a call at 704.662.3272.



Ultimate Fan Controller

► Get complete control of your engine temperature. Derale Performance has integrated their high-performing Powerpacks with the ultimate fan controller. This patented PWM fan controller utilizes pulse width modulation to constantly adjust electric fan speeds from 0-100 percent, maintaining the optimal engine operating temperature. Made in the USA with built-in soft start technology, Derale has effectively introduced OEM reliability and functionality to the aftermarket. For more information call 323.266.3850 or go to derale.com.



Performance Spindle

► Speedway Motors' all-new G-Comp Performance Spindles feature tough, one-piece forged steel construction and are designed as direct bolt-ons for 1967-'69 Camaros, 1964-'72 Chevelles, 1968-'72 Novas, and equivalent GM platforms (A/F/X-Body). The G-Comp Performance Spindle's clean-sheet design includes a raised and relocated upper ball joint engineered to deliver improved negative camber gain and positive caster gain. G-Comp Performance Spindles also provide a 2-inch lower ride height and increased alignment adjustability. The spindles utilize bolt-on OEM steering arms and will accept OEM or aftermarket disc brakes designed to fit on OEM-style disc brake spindles. These high-quality G-Comp Performance Spindles are priced at just \$280 per pair. Call Speedway Motors at 800.979.0122 or visit them online at speedwaymotors.com.



PERFORMANCE
VEHICLES • PARTS • RACING

PRESENTS

**THE ORIGINAL
STREET MACHINE
SHOW
HAS MOVED
TO THE
MILWAUKEE
MILE!**

TWICE
THE SHOW AT OUR

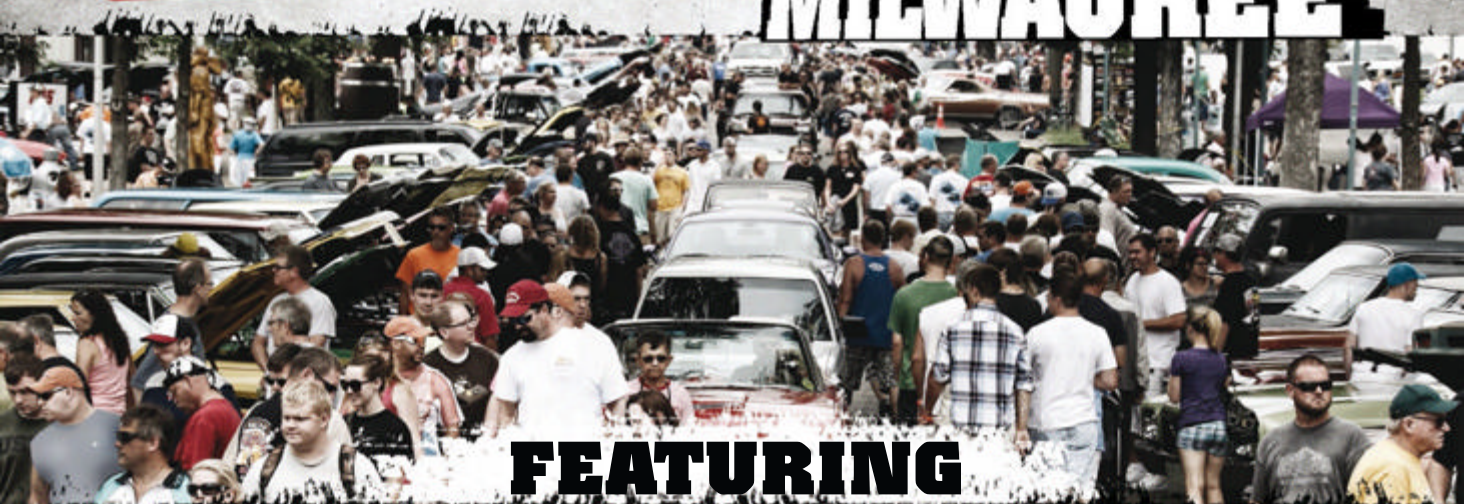
**NEW
LOCATION**

**JOIN US!
JULY
17-19**

**WISCONSIN
STATE FAIR PARK
640 S. 84TH ST.
WEST ALLIS,
WI 53214**

**REGISTER NOW
AND SAVE!
CARCRAFT.com**

CAR CRAFT SUMMER NATIONALS 2015 MILWAUKEE



FEATURING



- BIGGER, FASTER, OPEN AUTOCROSS
- UNDISCOVERED BUILDERS' INVITATIONAL
- MEET FREIBURGER & FINNEGAN FROM ROADKILL!
- CROWD FAVORITE BURNOUT COMPETITION
- LAP THE MILWAUKEE MILE
- CAR CRAFT EDITORS' CHOICE AWARDS

- MISS CAR CRAFT SUMMER NATIONALS COMPETITION
- CAR CRAFT MIDNIGHT DRAGS AT GREAT LAKES DRAGWAY
- REAL STREET ELIMINATOR PRO/AM INVITATIONAL
- AND MUCH MORE

FACEBOOK.COM/CARCRAFTMAG

TWITTER: @CAR_CRAFT

PRE-REGISTRATION: \$50
(rate expires 7/10/15)
Online at CarCraft.com
On-Site Registration: \$70

SPECTATOR TICKETS
Available online at
CarCraft.com and on-site
Advance: \$13 /
Day of Show: \$15

EVENT QUESTIONS?
Call: 310.363.4231 or
email:
carcraftsummernats@
carcraft.com

VENDOR BOOTH INFO:
Contact Martha Carrasco
949.705.3135



Rise and Shine

► Danchuk is thrilled to announce the debut of their car care line: Danchuk Vintage. After 50 years of washing, waxing, and restoring cars, Danchuk owners Dan and Art Danchuk have perfected a line of car care products that will clean, shine, and protect your ride to the satisfaction of even the most discriminating perfectionist. With nine products in all, including a spray wax, a carnauba wax, a wash 'n' wax, a premium dress, an all-purpose cleaner, a leather conditioner, and a metal polish, there is something for everyone. All products are made in the USA using only premium quality ingredients. To order, call Danchuk at **800.260.0869** or visit them online at **danchuk.com**.



Wired

► Accel is proud to announce the availability of its Extreme 9000 Ceramic Boot spark plug wire sets. Designed to perform under the most extreme underhood temperatures, the Accel Ceramic Boot spark plug wire sets are ideal for a variety of street and race applications, especially vehicles with tight header clearances and limited engine bay space. The wire sets feature ceramic ends capable of withstanding temperatures up to 2,000 degrees F. The Extreme 9000 wires also feature double silicone protected 8mm Ferro-Spiral core construction with stainless steel terminals to deliver the fastest, most powerful spark while maintaining the highest level of RFI/EMI suppression. For more information visit **accel-ignition.com** or call **216.658.6413**.

Nova Towers

► Performance Online's exclusive 1962-'67 Chevy II Nova billet aluminum adjustable shock towers are made from T6061 aluminum and offer increased strength and lightweight design (3 pounds per pair). Made in the USA, the adjustable tower allows over 2 inches of adjustment to dial in your Nova's front end rise during hard acceleration. Limiting rise helps eliminate the extreme camber, caster, and toe-in changes. The kit comes fully polished and includes billet aluminum towers, all mounting hardware, and a limited lifetime warranty. Visit **performanceonline.com** or call **714.278.0098** for more information.



G-Body Coilovers

► QA1 is excited to add a bolt-in rear coilover conversion kit for 1978-'88 GM G-Body vehicles to its line of Pro Coil Systems. The kit includes specially designed mounting brackets, single- or double-adjustable aluminum shocks, springs, and all necessary hardware. The single-adjustable shocks provide 18 positions of simultaneous rebound and compression adjustment, while the double-adjustable shocks provide 18 positions of compression adjustment and 18 positions of rebound adjustment, for a total of 324 possible valving combinations. These shocks also have a threaded body allowing for ride height adjustability from stock to -1.5 inches. To learn more call QA1 at **800.721.7761** or visit them online at **qa1.net**.

Making Rodding and Racing
Safe, Fun and Affordable
for Over 63 Years!

SINCE 1952



America's Oldest
Speed Shop®



MSD

**Atomic EFI
Basic TBI Kit**

Price reflects basic Bolt-on EFI System for cars
already equipped with an EFI pump and return line

547-2910



Includes:

- Atomic EFI
- TPS, MAP, IAT, IAC
- Power module
- Throttle body
- Handheld programmer

\$2125⁹⁹ /KIT

COMP
Performance

NEW



**Performance
Spindle**

910-35000

- Fits '67-'69 Camaro, '68-'72 Nova, '64-'72 Chevelle
- One-piece forged steel construction
- Provides 2-inch dropped ride height
- Upper ball joint raised and relocated to provide added negative camber gain
- Improved alignment adjustability
- Utilizes OEM bolt-on steering arms
- Works with OEM and aftermarket disc brake kits

FORGED!

\$279⁹⁹ /PR

COMP
Performance

**Front Suspension
Kit for '62-'67 Chevy II**

NEW



COMPLETE
bolt-in front frame assembly
replaces stock subframe!

**MADE IN
USA**

- Clean-sheet IFS design engineered for optimum handling and vastly improved ride and control
- Forged G-Comp spindles lower ride height and provide ideal negative camber gain
- Rack-and-pinion steering and 11-inch disc brakes
- Kit includes front frame assembly, firewall support tubes, tubular control arms, spindles, AFCO coil-over shocks, sway bar, steering rack, disc brake assembly

'62-'65 Chevy II 350-001
'66-'67 Chevy II 350-002

Starting At \$3999⁹⁹ /KIT

BluePrint
ENGINES

**S/B Chevy
Aluminum
Heads**

910-8002



- 195cc intake runners
- 75cc exhaust runners
- 2.02" and 1.60" stainless steel valves
- Ultra street performance 1.437" springs for up to .575" lift
- 115-125 lb. seat pressure 295-305 lb. open pressure
- 1/4" screw-in studs & guideplates
- Great for hydraulic roller or large flat tappet street cams
- Straight plug
- 64cc combustion chamber
- 3 angle valve job
- Manganese bronze guides
- Same head as featured on our Exclusive BluePrint 383 Roller

\$447⁹⁹ /EA

Eibach
EXCEL

**'64-'72 Chevelle
Lowering Spring
Kits**



- '64-'67 Chevelle lowers the front 1.3" and rear 1"
- '68-'72 Chevelle lowers both ends 1.3"
- Small block engine application

'64-'67 Chevelle-set of 4 330-3855
'68-'72 Chevelle-set of 4 330-3856

\$252⁹⁹ /SET

K&N

**Inline
Fuel Pumps**

NEW



- Provides premium quality fuel system hardware with a universal design that fits a wide variety of applications
- Compatible with most fuels, this self-regulating 12-volt pump helps prevent vapor lock and flooding

15 gph, 1-2 psi \$56⁹⁹ ea 465-810400
25 gph, 1.5-4 psi 47⁹⁹ ea 465-810401
32 gph, 4-7 psi 47⁹⁹ ea 465-810402
34 gph, 7-10 psi 56⁹⁹ ea 465-810403

**Starting At
\$47⁹⁹ /EA**

'64-'72 GM A Body 4-Link Rear Trailing Arm Kit

NEW

- Steel construction
- Hardware included
- TIG welded 1 3/4" DOM tubular steel
- Fits '64-'72 GM A-Body vehicles (Chevelle, Skylark, Cutlass, LeMans/GTO)



'64-'67 A-Body tubular trailing arm kit \$524⁹⁹ kit 910-64671
'68-'72 A-Body tubular trailing arm kit 524⁹⁹ kit 910-68721

\$524⁹⁹ /KIT

FREE CATALOG!

Call now to get your copy!

Connect with us for
tips, news & contests



Phone the
Speedway Hotline
6977



TOLL FREE!

855.313.9176

Extended Hours: 7am-10pm CST • 7 Days a Week
Visit SpeedwayMotors.com/CHP615
for a complete listing of all items available!

Some items legal in California only for racing vehicles which may never be used upon a highway. Prices E.O.B. Lincoln, Nebraska. WE RESERVE THE RIGHT TO LIMIT QUANTITIES ON ANY PRODUCT. Not responsible for typographical errors. Brake installation alert: The selection and installation of brake components should only be done by personnel experienced in the proper installation and operation of braking systems. The retailer must use his/her own discretion to determine the suitability of all brake components and brake kits for every particular application. ©Speedway Motors, Inc. 2015

READERS' RIDES

By Nick Licata

Worldwide Appeal

»Many of us here in America have become quite fond of the fifth-gen Camaro, but it also seems as though the popular late-model muscle car has gained traction in developing a worldwide following. Myron Chin from Auckland, New Zealand, sent us a few photos of his highly upgraded Cyber Gray 2011 Camaro. Built by Skid Row Motors, it features forged pistons, custom-ground COMP cam, PAC dual valvesprings, 81-lb injectors, and ADM Performance dual fuel pump system. But the main power provider comes by way of twin, bottom-mounted Garrett GT3583R turbos set at 12 psi of boost. The production is worth about 720 hp. “The 3-inch custom exhaust system



with the custom cam sounds great,” boasts Myron. “And as far as I know, it’s the only late-model, twin-turbo Camaro in the country.”

A McLeod twin-disc clutch manages the mayhem while a DynoTech one-piece driveshaft sends the raging twist to a Strange 9-inch rearend prepared with 3.70 gears and 31-spline axles.

Megan Racing provided the adjustable coilover suspension, and 360 Forged Mesh three-piece wheels play home to Pirelli P Zero rubber (265/20-21 front, 305/35-21 rear).

It’s good to know the muscle car spirit lives on even in a country where golf and netball are two of the most popular activities.

Turning the Tables

»Jen Mayes refers to this 1980 Camaro as her “second husband.” To us, it’s a bit refreshing to hear about the women getting into the action and showing everyone how to split time between home life and car life. Jen’s second love is this ’80 Camaro RS, and in her words is her “best friend.” We’re not sure how the hubby feels about playing “second fiddle” to a second-gen Camaro, but we can only hope he likes cars as much as his wife likes her F-body.



STAY UP TO SPEED WITH QA1 IN 2015



Quad Adjust Shocks
4-Way Adjustable



**GM G-Body Rear
Pro Coil System**
Bolt-In Performance



Light Truck Shocks
2wd Bolt-In



High Travel Springs
More Travel, Less Weight



800.721.7761 www.QA1.net/chp



**WE HAVE THE RIGHT
TIRES & WHEELS
FOR YOUR CHEVY!**

Best Deal, Great Value

Purchase a complete set of tires and wheels of your choice and have it mounted, balanced and NITROGEN filled for FREE! **Over a \$100 Value!**



BFGoodrich
BFGoodrich Silvertown
Redline Radials
Starting at \$199



BFGoodrich
BFGoodrich
245/55R18 Redline
\$249.95



BFGoodrich
BFGoodrich Radial T/A
(over 20 sizes!)
Starting at \$91



Firestone
Firestone Wide Oval
Starting at \$205



RACEMASTER
M&H Cheater Slicks
Starting at \$205



RACEMASTER
M&H Drag Radials
Starting at \$215



SPECIALTY WHEEL
Chevy Rallye
Starting at \$78



SPECIALTY WHEEL
Chevelle SS
Starting at \$161



ROCKET
Rocket Fuel
Starting at \$190



**SPEAK
TO A TIRE
EXPERT**

TOLL FREE **877-317-3127**

www.cokertire.com

Hotrods to Hell

NASCAR HANDLING & A CADDY RIDE



**World's Fastest Open
Road Suspension Systems**

Unparalleled cornering ability, a
plush ride you won't believe, and
at the drags this set up hooks hard
and goes straight.

(530) 365 - 6561
www.hotrodstohell.net

Center Drive, Truck Arm Systems, and Full
Suspension Kits from Small to Big!

Ice Cream Cruiser

» Spending the past 20 years drag racing a 1968 Camaro, Ken Staib had enough of the straight-line life and picked up this 1967 Camaro RS/SS as a more driveable ride he could enjoy with his family. When he bought it five years ago, it had an automatic transmission and the car was set up more for drag racing than cruising. It wasn't long before Ken switched out the automatic in favor of a Tremec five-speed manual with a 12-bolt and 4.56 gears—something more driveable on the street. He then built a 496ci big-block that makes over 600 hp to the flywheel on pump gas.



We suppose “driveable” is a relative term. “Basically, I wanted a car I could drive on nice days to cruises, car shows, and work. I also enjoy taking the family out for ice cream,” said Ken. “I have two boys ages 11 and 7 and they both love riding in the car.”

He kept the interior in mostly stock

form for comfort and to retain a bit of a “sleeper” vibe. The car rolls on Centerline wheels and uses Strange disc brakes up front for improved stopping power.

Ken has fond memories of his dad's 1967 drag Camaro, and hopes his boys will have a lifetime of good memories driving around town in the '67.

Fancy That

» W.G. Miller has no intentions of hiding the muscle behind his 1967 Chevy II. Although the car is 100 percent street legal, the Shelbyville, Tennessee, resident gets the car out to big money bracket races just about every weekend. The car retains all the factory sheetmetal and is powered by a 406ci small-block with “a little spray.”

According to W.G., the car makes 722 hp and has run a

best e.t. of 6.15 in the eighth-mile. “The car is immaculate from top to bottom and is basically one of the loves of my life,” he confesses. “My neighbor named the car “Fancy” after I did the restoration last year—the name just stuck.”

We'd have to say the car looks damn fancy to us, and the fact that it runs low-6s in the eighth makes it even cooler.



« Submit readers' rides high-res photos and information to chevyhi@enthusiastnetwork.com »



PERFORMANCE

VEHICLES • PARTS • RACING

PRESENTS

HOT ROD POWER TOUR

7 CITIES

7 CAR SHOWS

7 DAYS

1,500 MILES

5,800 VEHICLES

100K ENTHUSIASTS

**REGISTER
NOW**
HOTROD.com

FACEBOOK.COM/HOTRODMAG
TWITTER: @HOTRODMAGAZINE
INSTAGRAM: HOTRODMAGAZINE

DRIVEN BY

Continental

JUNE 6TH

Madison, WI
Alliant Energy Center

JUNE 7TH

Champaign, IL
Parkland College

JUNE 8TH

Madison, IL (St. Louis)
Gateway Motorsports
Park

JUNE 9TH

Memphis, TN
Memphis International
Raceway

JUNE 10TH

Hoover, AL
Hoover Metropolitan
Stadium

JUNE 11TH

Gulfport, MS
Centennial
Plaza

JUNE 12TH

Baton Rouge, LA
Lamar Dixon
Expo Center

**OFFICIAL HOT ROD
HOTEL RESERVATION:**

travelplanners.net
or 410.349.3000

**VENDOR
BOOTH INFO:**

Contact
Martha Carrasco
949.705.3135

**EVENT
QUESTIONS?**

Call: 310.363.4231
or email:
powertour@hotrod.com

**PRE-REGISTER
AND SAVE!**

Early registration
ends May 23, 2015

PRESENTING SPONSOR



PERFORMANCE
VEHICLES • PARTS • RACING

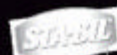
CO-SPONSOR

Continental

FEATURE SPONSOR



MAIN STAGE



DYND CHALLENGE

OFFICIAL PRODUCT SPONSOR

**American
Racing**
Custom Wheels

OFFICIAL WHEELS

MAGNUSON
Superchargers
OFFICIAL SUPERCHARGER



OFFICIAL TRANSPORT



OFFICIAL CAR AUDIO

CRUISE NIGHT SPONSORS



KICK-OFF SPONSOR (MADISON, WI)

Holley
(MADISON, IL)

COMP
(MEMPHIS, TN)

MSD

FINALE SPONSOR (BATON ROUGE, LA)

EVENT LEVEL
FRAM
FILTRATION



Inline Tube .com

The Professional Restorers #1 Choice

CNC Preformed
Brake & Fuel Lines



Straight Length
Tube Benders
Flaring Tools
Spring Wrap
Tube Nuts
Fittings
Tubing
& more

Brake & Fuel Lines

Parking Brake Cables

Brake Hoses

Prop. Valves

Disc & Drum Kits

Premium
Stainless
or OEM

Highest Quality / Best Price / Largest Selection

Many
Exclusive
New Products!

If you expect the
best quality and the best price -
Your classic car deserves a set of inline tubes
Online Catalog & Ordering @

Inline Tube .com
Brake Plumbing Products

16000 Technology Dr. Shelby Twp, Michigan 48316

Order (800)385-9452 Ph (586)532-1338

DERALE

PERFORMANCE

THE LEADER IN

PERFORMANCE

COOLING

ELECTRIC FANS
BELT DRIVEN FANS
FLUID COOLERS
FLUID FILTRATION
TRANSMISSION PANS

FLUID FILTRATION

PREMIUM Series
Filter Mount - P/N: 35709

The look of BILLET
without the cost

ENGINE • TRANSMISSION • FUEL



DERALE.COM



LS Conversions

Easy Bolt-in LS Swap Kits!

Everything you need to
mount an LS based engine
in your car or truck



Use Code
MR15P
Online
and save
10%

MR
MUSCLE RODS



Designed
and Built in
the USA

770-751-0687

MuscleRods.com

CHEVY

HIGH PERFORMANCE

The Best Chevrolet Enthusiast Magazine!

QUADRAJET

THE ULTIMATE
STREET PERFORMANCE CARB!

One wire electric choke for easy
set-up and cold drivability.

A.P.T. (Adjustable part throttle)
allows you to adjust light
throttle and cruise mixture
in seconds!

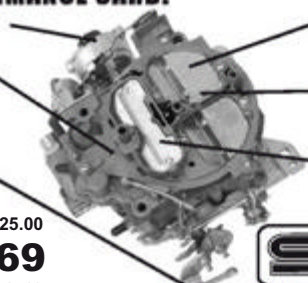
Linkage set-up for both T350
and 700R4 kick-down cables.

Custom built units starting at \$325.00

714.843.9169

SMIcarburetor.com

17671 METZLER LANE. UNIT A7 HUNTINGTON BEACH, CA 92647



SPREADBORE DESIGN - Small primary bores for crisp
light throttle response, and excellent fuel economy.
Large SEC bores engage at 80% throttle for max
possible airflow of 750 CFM.

Adjustable secondary air valve
system (detects engine load and
varies WOT airflow accordingly).

Easy to tune secondary
metering rods - adjusts WOT
air/fuel mixture in seconds.

Twin primary booster venturi for
excellent atomization and low
speed throttle response.

SMI SEAN MURPHY INDUCTION



MAHLE
Driven by performance

Increased thickness between ring groove and pocket

MAHLE MOTORSPORTS PACKS
MORE POWER
INTO THE RACE PROVEN POWERPAK

Over a decade ago, MAHLE Motorsports introduced the PowerPak piston assembly, the first shelf stocked assemblies utilizing smaller more conformable metric ring packs that were as much as 24% smaller compared to the competition. Offering increased sealing and oil control with reduced weight and drag, the PowerPak assemblies with their smaller ring packs have powered racers to numerous championships in a wide range of disciplines. Now MAHLE has done it again, upgrading their small block applications to a 1.0mm, 1.0mm, 2.0mm ring pack and the big block applications to a 1.5mm, 1.5mm, 3.0mm. In addition to the benefits the rings offer, are some notable advantages in piston design. Eliminating oil ring support rails on many popular long stroke and rod applications reducing weight, cost and oil control concerns. Another key benefit is the ability to retain more material in critical cross section areas such as between the back wall of the top ring groove and the valve pockets. MAHLE Motorsports is committed to bringing you industry leading innovation and technology for decades to come.
www.mahlemotorsports.com

1-888-255-1942



uniSTEER[™]
PERFORMANCE
Steering Done Right!

64-72 CHEVELLE

67-81 CAMARO



A COMPLETE LINE OF:

- RETRO FIT RACK & PINION KITS
- DD SHAFTS
- POWER STEERING PUMPS
- U-JOINTS

58-82 CORVETTE

55-57 CHEVY TRI-5



WWW.UNISTEER.COM
1-800-338-9080



FREE SHIPPING
PROMO CODE: CHP15

Firewheel[®]
CLASSICS

Texas' largest supplier of
67-69 Camaro Parts

Local: (972) 941-6623

Since 1993

Free Catalog



800-711-0125
www.firewheelclassics.com
119 Regency Dr. • Wylie, TX 75098

Turbo Charger in a Tappet!

RHOADS

Boost Low-End Torque
Like a Turbo Charger

Variable Valve Timing Does It!
Get All New
Non-Collapsible
V-Pro Street
V-Max Race

RHOADSLIFTERS.COM 520-229-9375

Serving Our Customers Since 1998



- ✓ Lowest Prices from USA Pharmacies
- ✓ FDA-approved Genuine Brand Medications
- ✓ Telemedicine Physician Network
- ✓ Call 7 days per week
- ✓ Over 550,000 Customers served since 1998

HABLAMOS ESPAÑOL

VIAMEDIC[®] CALL TOLL FREE
800-550-0811
Visit Viamedic.com/CHP for special offers



Annular-Discharge Fuel Injection

Superior Fuel Atomization • Incredible Response



Black Diamond® or
Polished Aluminum Finish

QUICK FUEL
TECHNOLOGY

Just Bolt On & Drive!

Tuning: "Self-Learn" or Laptop

(270) 793-0900

www.quickfueltechnology.com/QFI

'78 - '87 EL CAMINO, MALIBU & MONTE CARLO



SS Noses
Cowl Hoods
Bed Lids
Rear Roll Pans
Tailgates
and much more ..



1-866-513-5632

www.honestcharley.com

ADVERTISING INDEX

AEROMOTIVE INC.	67
AIR FLOW RESEARCH CO.	76
AIRRAID INTAKE SYSTEMS	57
AUTO METAL DIRECT	53
AUTOMOTIVE RACING PRODUCTS	14
BRADFORD EXCHANGE	17
BRP HOT RODS INC.	86
CENTERFORCE CLUTCHES	89
CLASSIC PERFORMANCE PRODUCTS	10-11
COKER TIRE	83
COMPETITION PRODUCTS	58
CORBEAU USA	63
DAKOTA DIGITAL	30
DANCHUK MANUFACTURING CO.	77
DERALE COOLING PRODUCTS	86
DYNAMAT	71
EASTWOOD COMPANY, THE	7
EBC BRAKES USA INC.	28
EDDIE MOTORSPORTS	41
EDELBROCK CORP.	53
FATMAN FABRICATIONS	61
FIREWHEEL CLASSICS	87
GROUND UP RESTORATIONS	37
HARBOR FREIGHT TOOLS	46-49
HARWOOD INDUSTRIES	60
HOLLEY PERFORMANCE PRODUCTS	29
HONEST CHARLEY INC.	88
HOT RODS TO HELL	83
INLINE TUBE	86
J V NOVA PARTS	89
JOHNNY LAW MOTORS	39
LEGENDARY AUTO INTERIORS	43
LOKAR PERFORMANCE PRODUCTS	89
MAHLE MOTORSPORTS INC.	87
MARCH PERFORMANCE	88
MAST MOTORSPORTS	67
MOROSO PERFORMANCE PRODUCTS	77
MOTHERS POLISH CO.	8-9, 27, 31, 59
MSD	3, 44
NATIONAL PARTS DEPOT	CV2
OPTIMA BATTERIES	13, 43
ORIGINAL PARTS GROUP INC.	CV4
PERFORMANCE ONLINE	55
PERFORMANCE SUSPENSION TECHNOLOGY	69
PHOENIX TRANSMISSION PRODS	67
QA1 PRECISION PRODUCTS	83
QUICK FUEL TECHNOLOGY INC.	88
RACING HEAD SERVICES	37
RHOADS LIFTERS	87
ROADSTER SHOP	42, 75
SCOGGIN-DICKEY PERFORMANCE PARTS	CV3
SEAN MURPHY INDUCTION	86
SPECIALTY PRODUCTS CO.	89
SPEEDWAY MOTORS	81
TCI AUTOMOTIVE	25
TMI PRODUCTS	73
TORQSTORM	60
TRICK FLOW SPECIALTIES	15
UNITEER PERFORMANCE PRODUCTS	87
VIAMEDIC	87
VIKING PERFORMANCE INC.	25
WILWOOD ENGINEERING	19
YEAR ONE INC.	74

The Advertiser Index is provided as a service to Chevy High Performance magazine readers. CHP is not responsible for typographic errors in names or page numbers.

MARCH
PERFORMANCE PULLEYS & BRACKETS

#1 Rated
Tech Support

**CLEAR
Powder Coated**
NO Polishing Required

25 Years Experience, 1,000's of Parts.
We have the correct solution for you!

MORE OPTIONS • MORE EXPERIENCE
Let our tech crew assist you in customizing the correct kit for you. We Have Low to High End, Mild to Wild.

**Pro-Track
LS-1, LS-7**

Low Price,
Machine Finish with
Clear Powder Coat

**Pulleys &
Brackets**

Serpentine & V-Belt

Ultra Drive

The Ultimate
Serpentine
Drive Kit

SPORT TRACK

Low Price
Machine Finish with
Clear Powder Coat

**Complete Line of Short
& Long Water pump Kits,
Billet Accessories &
Vintage Air A/C Kits**

**Small & Big Block
plus LS-1 & 409c.i.**

TRACK

Made in the USA

Get the Look Improve the Ride

Do you want to aggressively lower your stance without sacrificing ride? Discover the benefits of Pro-Touring with the improved handling and tracking of modern cars with SPC Performance! Get $\pm 3.0^\circ$ camber and caster change with SPC's rugged adjustable upper arms plus an additional $+1.0^\circ$ of caster built into the lower arms to get the look and ride you want for your classic Chevy!



SPC also carries Pro Springs, Stock and Extended Range Ball Joints, Premium Pivots with Delrin Sleeves, Bump Stops and more for your build!

800-525-6505

www.specprod.com

©2015 Nivotal Corp. dba Specialty Products Co.

SPC
PERFORMANCE

Dept. CHP

CALL TODAY FOR
FREE
CATALOG

J & W Nova Parts (434) 685-4310

Weatherstripping • Bumpers • Sheetmetal • Interior Items...Mouldings...Emblems
Hundreds & Hundreds of Top Quality Restoration Parts For Your Nova...
IN STOCK & Ready-To-Ship

8253 MT. CROSS RD. • DANVILLE, VA 24540 www.novaparts.com FAX Orderline: (434)724-2004

GET YOUR SHIFT TOGETHER

PATENTED: TWO DISCS DRIVEN BY A DAMPENED HUB
1,300 LB-FT TORQUE CAPACITY
SMOOTH ENGAGEMENT



LEARN MORE

CENTERFORCE.COM | 928.771.8422

f /CENTERFORCECLUTCH



EVOLUTION
OF
EXCELLENCE!



Goolsby Edition
12 Volt Door Handles

Drive-By-Wire
Electronic
Throttle Control
Pedal Assembly



67-69 Curved Camaro/Firebird
Brake/Clutch Pedal Pads

QUALITY... PLAIN & SIMPLE®

877-469-7440 • LOKAR.COM

© 2014 Lokar, Inc.

Photo courtesy of John Jackson of
Notstockphotography.com

JUST SAYIN

BY: Mary Pozzi



Philip and the Motorcycle

Back in the day, I was employed as a parts runner for a local auto parts place and while my meager paycheck kept me in fuel and tires for my daily driver/autocross car, it was the customers, their cars, and the local repair shops we provided our goodies to that made each day gobs of fun and giggles. While I'm positive I was originally hired for my large ... um, frontal assets, I soon put the carspeak I'd learned from Auto Shop to use, got pretty good with sales and advice, and eventually added the title of "Manager" to my resume. Yes, this sounds very prestigious, but I must tell you that only two people worked there ... the owner and moi. Those six years spent hawking everything from points and condensers (remember those?) to high-dollar Weber carbs were some of the best of my life.

Our little store backed up to the best repair shop in town. This shop had the best techs, got the best customers, and was a family-run business that honored your word and kept your ride running right. We all were friends, talked shop, worked on cars together, talked about life, and became family. Hell, we were together six days a week for over eight hours a day so we had to get along. One of the techs next door was Philip.

Phil was about 19; very naive about life in general; had the shape of a human fireplug; and when in blue coveralls, looked very Smurf-like; and (I would bet the farm on this) had never, ever been on a real live date. He had a '68 Camaro. And while I got him to autocross it once or twice, it really wasn't his thing. Phil was fun, fair game to tease, and had this laugh that was a cross between a hyena and Roseanne horking up a bad clam. You know, the kind of laugh where you can't breathe and are hauling in air by the bucketful, all the while still howling with tears streaming down your face. That would be Phil. He'd come over all serious-like asking for some part for an old Humber Super Snipe (yes, this is an actual car name) and his Smurf-like self would leave totally wracked with man-giggles after I was through with him.

Being a fireplug had its benefits as we rarely had to pay for Pepsis. We'd see Phil crossing the parking lot and tell a customer, while pointing to some full-size behemoth, "See that guy over there? Bet you a soda he can pick up the front of that car." Of course the mark took that bet and we'd call Phil over and say, "Betcha can't pick up that car," and then stand back and watch. The process was amazing as there would be positioning with back and butt against the grille followed by hands getting a firm hold on the bumper, several dozen grunts that if you'd heard by themselves you'd think of major constipation, and finally ... a deadlift pick up of the entire front end of a 4,000-pound car! For our "special" pain-in-the-butt customers, we'd bet lunch!

But anyways ... the motorcycle.

See, Phil loved motorcycles more than life itself. He rode a lot, knew about bikes, the different models and engines, and was having a big-time lust-fest after this one particular bike he'd seen at the local motorcycle store. And don't ask me what kind of bike it was 'cause 1) I can't remember and 2) I know absolutely nothing about morotsiccles at all (see, I can't even spell it right). All I can remember is that it was expensive. Really, really expensive. On his lunch hour, Phil, in his Smurf-like coveralls, graced the showroom and expressed interest. The salesman looked him up and down, then said, "You can't afford it. We've had a lot of people looking at it." Phil politely asked why and was told, "You aren't the right person for this bike and we won't sell it to you." He then left, and with anger growing, returned to work red-faced, spewing some anatomical impossibilities, and swore he was going to buy that bike. And he could, too. He'd read about this particular bike, knew it was exactly what he'd wanted, and had saved ...

I thought for a bit and asked Phil what extras would be cool to have for that

"Phil was about 19; very naive about life in general; had the shape of a human fireplug; and when in blue coveralls, looked very Smurf-like."

bike. He gave me a wish list and I said, "Watch this." I called the store and got the salesman on the line, then told him the biggest whopper of a story I could fabricate. My "husband" (a prominent local lawyer who I name-dropped with ease (more on him in a bit)) had been down there and seen this bike and as his birthday was in a few days, I wanted to surprise him with it. Of course, he wanted it with all the options, every little thing chromed and polished, uber-bling notwithstanding. And could I have them put a big, red bow on it for me? The price? No worries as I'd be down with a check in a couple of days.

Phil rapidly turned into a puddle of mush and laid on the shop floor in full hyena-howl as I hung up the phone. The next day, he came back from his lunch spent looking at "his bike" and told me that there was a big red bow on the seat and the sales guy said, "See, told you you weren't the right guy for this bike. A lawyer is getting it."

And about the attorney ... he's a customer that stiffed us for some Webbers. I'd love to have been a fly on the wall when the bike dealership called his office and wished him a happy birthday. And by the way, when are you coming to pay for your motorcycle?

Mary is a part-time freelance writer and 11-time SCCA Solo National Champion.

CHEVY HIGH PERFORMANCE (ISSN:1062-192X), July 2015; Vol. 30, No. 07. Copyright 2015 by TEN: The Enthusiast Network Magazines, LLC. All Rights Reserved. Published monthly by TEN: The Enthusiast Network, LLC, 261 Madison Avenue, 6th Floor, New York, NY 10016. Periodicals Postage Paid at New York, NY and at additional mailing offices. Subscription rates for one year (12 issues) U.S., APO, FPO and U.S. Possessions \$20. Canadian orders \$32 per year and all other countries \$44 per year (including surface mail postage). Payment in advance, U.S. funds only. Subscription inquiries please write to Chevy High Performance, P.O. Box 420235, Palm Coast, FL 32142-0235. POSTMASTER: Send all UAA to CFS. (See DMM 707.4.12.5); NON-POSTAL AND MILITARY FACILITIES: send address corrections to Chevy High Performance, P.O. Box 420235, Palm Coast, FL 32142-0235.

SDPC

Scoggin-Dickey Parts Center

PERFORMANCE • PARTS • PROFESSIONALS
Serving the World since 1929

PERFORMANCE
VEHICLES • PARTS • RACING
www.chevrolet.com/performance



LS FACTORY BLOCKS

LQ9 - 6.0L/C1 - 4.002"	\$999.00
LS2 - 6.0L/AL - 4.002"	\$1,224.85
L92 - 6.2L/AL - 4.065"	\$1,475.85
LS7 - 7.0L/AL - 4.125"	\$2,825.80

LS RACE BLOCKS

The Largest Selection of
LS-Blocks in the USA!

C5R-Aluminum.....	\$6,995.95
LSX-Cast Iron Stand. Deck.....	\$2,395.00
LSX-Cast Iron Tall Deck.....	\$2,695.80



LS2 CONVERSION KIT



- Front Cover with Sensor
- Valley Cover
- Billet Single Row Timing Set
- Chain Dampner with Bolts
- Lifter Guides with Bolts
- Harness Extension - Cam/Knock

LS2 Conversion Kit \$389.95

LS SHORT BLOCK ASSEMBLIES¹

402ci, LS2 Block, 4.000" Stroke Assembly Starting at \$4,995.87

Big Bull LS Short Blocks

"The Big Bull" LS Engine Short Block Assemblies feature the new SDPC 4340 forged steel 4.100" stroke crank, SDPC/Manley forged pistons, H-Beam 6.125" rods, and a new GM aluminum block.

Choose the size of Bull you can handle!

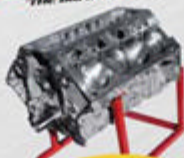
Includes Gen III to Gen IV Conversion Kit

440ci, LS7 Block, 4.127" Bore.....\$6,749.87

427ci, LS3 Block, 4.068" Bore.....\$5,395.87

413ci, LS2 Block, 4.005" Bore.....\$4,995.87

¹ Installation into 1997-2004 LS V8 cars and trucks will require an LS2 conversion kit.



**FREE Freight on all
LS Block Assemblies
all the time!**

¹ Only in the 48 states. Restrictions apply.



ROTATING ASSEMBLIES

- SDPC/Manley 2618 Forged Pistons
- 4340 Forged Crank
- Scat 6.125" H-Beam Rods
- Clevite Bearings
- A&C Race Rings

402 Dish	*\$1,995.87
416 Dish	*\$1,995.87
416 Flat Top	*\$1,995.87



More Applications in Stock - Call Today!

* Add \$200.00 for Balancing

LS3 6.2L ENGINE

The LS3 6.2L is the 430-hp standard engine in the Chevrolet Camaro. The LS3 crate engine comes complete, from the Camaro specific oil pan to the ignition system. It also includes the EFI intake manifold assembly with injectors and throttle body, exhaust manifolds, water pump, balancer, 58X reluctor wheel and 14-inch

automatic-transmission flexplate. The aluminum block is filled with a sturdy reciprocating assembly that combines with L92-type rect.-port heads to deliver a 10.7:1 compression ratio. A high-lift, hydraulic roller camshaft delivers a whopping 0.551-inch of lift on the 2.16-inch intake valves and 0.522-inch lift on the 1.59-inch exhaust valves, enhancing the LS3's tremendous airflow and broad torque curve.



Only
\$6,489.80

LS3 CNC ASSEMBLED HEADS

Big cubic inches need big heads and the LS3 CNC ported heads deliver. Fully assembled and ready to run!

Flows over 350 CFM out of the box!



- 350cfm of Intake Airflow!
- Combustion Chamber 70cc*
- Intake Port Volume 279cc*
- Minimum Cylinder Bore 4.000"

* Approximate, Numbers are within +/- 2cc's

SD5879-1.....	Stock Valves, 0.570" Lift.....	\$694.50 ea
SD5880-1.....	Stock Valves, 0.600" Lift.....	\$749.50 ea
SD8802-1.....	Manley Valves, 0.650" Lift.....	\$849.99 ea
SD8803-1.....	Manley Valves, 0.675" Lift.....	\$869.50 ea



GENUINE PARTS



1-800-456-0211

WWW.SDPARTS.COM

Scoggin-Dickey Parts Center reserves the right to limit quantities sold on all items to any customer. These parts are not legal for sale or use in California on pollution controlled vehicles. It is the customer's responsibility to check with their local city, county, and state laws concerning vehicle modifications to insure they are meeting those requirements. Scoggin-Dickey Chevrolet Buick Hummer, Inc. d/b/a Scoggin-Dickey Parts Center, hereby disclaims all warranties either express or implied warranty of merchantability or fitness for a particular purpose, and Scoggin-Dickey Parts Center neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of the parts. Due to the nature of and intended usage of accessory components and performance parts, the entire risk of installation, fit, function, and performance is with the buyer. The buyer and not Scoggin-Dickey Parts Center assumes full responsibility for the entire burden for all necessary servicing, repair, damage, or loss to property and consequential damage for all parts purchased from Scoggin-Dickey Parts Center. Any errors in application, description, prices, part numbers, photography, or typographical mistakes are subject to correction. All prices are subject to changes without prior notice.

* Scoggin-Dickey will meet or beat any advertised price in this publication on in-stock items. SDPC reserves the right to limit quantities on all items.

AD #CH21315

OUTSTANDING VALUE!

ORIGINAL
PARTS GROUP[®]
INCORPORATED



*Manufacturing reproductions
of GM parts since 1982*

ORDER YOUR FREE CATALOG TODAY

LARGEST INVENTORY

100,000+ Square Feet of State-Of-The-Art Warehouse space comprised of over 85,000 different reproduction and high performance parts. Highest In-Stock ratio in the business!

MANUFACTURER OF THE FINEST QUALITY RESTORATION PARTS!

We are the manufacturer of thousands of our own products. When you buy from OPGI, you are buying FACTORY DIRECT!

EXPERT ADVICE WITH BEST-IN-CLASS SERVICE

Get sound advice from the experts: Many of our Sales Representatives have been with OPGI for a decade or more and have restored their own cars and can offer valuable advice and helpful tips. Most orders placed, whether by our Website, Phone or Fax are processed and shipped the Same Day as received.

VALUE-ADDED SAVINGS

We save you time and money on your purchases:

- **Volume Discounts** – an easy way to save an additional 5%-10%
- **Frequent Buyer Awards** – as you buy you collect points redeemable for future purchases
- **Free Shipping** – on orders of \$499 or more
- **45-Day Money Back Guarantee** – our customer satisfaction-guarantee is the best in the business



USA/CANADA

CALL TOLL FREE: 1.800.243.8355

ORDER ONLINE: WWW.OPGI.COM

Sign up at opgi.com to receive the latest offers by email

1770 Saturn Way, Dept CH, Seal Beach, CA 90740
International Orders 562.594.1000 or fax us at 562.594.1050

